

RUSS OLSON VOLUME 17A
TWIN CITY RAPID TRANSIT CO.
MINNETONKA & WHITE BEAR NAVIGATION CO.

Description

Steamboats: Express Boats, Ferry Boats, and Excursion Boats

Sub-Divisions Within This Volume

- Contents of the Front Pocket
- [Contents of the Binder]

CONTENTS OF FRONT POCKET

FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior, 18 miles. Minneapolis to Tonka Bay, 21 miles.

WEEKDAYS

Leave Minn'polis	Arrive Excelsior (2nd St.)	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior (2nd St.)	Arrive Minn'polis
4:03 AM.	4:45 AM.	6:55 AM.	7:00 AM.	7:13 AM.	7:55 AM.
6:03	6:45	8:55	9:00	9:13	9:55
L 6:33	7:15	9:25	9:30	9:43	10:25
7:03	7:45	10:55	11:00	11:13	11:55
L 7:33	8:15	12:25 PM.	12:30 PM.	12:43 PM.	1:25 PM.
8:03	8:45	1:00	1:05	1:13	1:55
L 8:33	9:15	1:55	2:00	2:13	2:55
9:03	9:45	2:55	3:00	3:13	3:55
L 9:33	10:15	3:55	4:00	4:13	4:55
10:03	10:45	4:55	5:00	5:13	5:55
L 10:33	11:15	5:55	6:00	6:13	6:55
11:03	11:45	6:55	7:00	7:13	7:55
L 11:33	12:15 PM.	7:55	8:00	8:13	8:55
12:03 PM.	12:45 PM.	8:55	9:00	9:13	9:55
L 12:33	1:15	9:55	10:00	10:13	10:55
1:03	1:45	10:55	11:00	11:13	11:55
L 1:33	2:15	11:55	12:00	12:13	12:55
2:03	2:45	12:55	1:00	1:13	1:55
L 2:33	3:15	1:55	2:00	2:13	2:55
3:03	3:45	2:55	3:00	3:13	3:55
L 3:33	4:15	3:55	4:00	4:13	4:55
4:03	4:45	4:55	5:00	5:13	5:55
L 4:33	5:15	5:55	6:00	6:13	6:55
5:03	5:45	6:55	7:00	7:13	7:55
L 5:33	6:15	7:55	8:00	8:13	8:55
6:03	6:45	8:55	9:00	9:13	9:55
L 6:33	7:15	9:55	10:00	10:13	10:55
7:03	7:45	10:55	11:00	11:13	11:55
L 7:33	8:15	11:55	12:00	12:13	12:55
8:03	8:45	12:55	1:00	1:13	1:55
9:03	9:45	1:55	2:00	2:13	2:55
11:03	11:45	2:55	3:00	3:13	3:55

DEEPHAVEN LINE

Minneapolis to Deephaven, 17 miles.

WEEKDAYS

Leave Minn'polis	Arrive Deephaven	Leave Deephaven	Arrive Minn'polis
6:58 AM.	7:39 AM.	7:00 AM.	7:42 AM.
7:58	8:39	8:45	9:27
9:58	10:39	10:45	11:27
11:58	12:39 PM.	12:45 PM.	1:27 PM.
1:58 PM.	2:39	2:45	3:27
3:58	4:39	4:45	5:27
4:58	5:39	5:45	6:27
5:58	6:39	6:45	7:27

SUNDAYS

Leave Minn'polis	Leave Deephaven
8:58 AM.	8:45 AM.
9:58	9:45
10:58	10:45
11:58	11:45
12:58 PM.	1:45 PM.
1:58	2:45
2:58	3:45
3:58	4:45
4:58	5:45
5:58	6:45

Tonka Bay Trains will not run into Wildhurst "Loop" in either direction, when there are no Boat connections to be made at Wildhurst.

This reproduction of a 1909 TCRT Lake Minnetonka high-speed line timetable and systemwide map is an authentic souvenir of the now restored Como-Harriet line in Minneapolis, Minnesota. A last surviving segment of the once sprawling Twin Cities Rapid Transit Company electric streetcar and inter-urban railway network, it operates between Lakes Calhoun and Harriet* during the summer months, and was restored to service as an operating museum in 1971 by the Minnesota Transportation Museum in co-operation with the Minneapolis Park and Recreation Board. Car 1322, as shown on the timetable cover, is a sister car of the present day Como-Harriet car 1300 (built in 1908) and represents the configuration of TCRT cars as originally constructed in its St. Paul Snelling shops during the first decade of the present century.

*Today's operation can be pinpointed using the old system map as between "Lakewood Cemetery" and "Linden Hills," on the Lake Minnetonka Line, in an area once known as the Lake Harriet "Glen."

Minnesota Transportation Museum

Box 1300, Hopkins, Minnesota 55343

Donation \$1.00

TRAIN STOPS

Trains carrying signs reading—

LAKE MINNETONKA, run to Tonka Bay Terminal.

EXCELSIOR LIMITED, run to 2nd Street, Excelsior.

EXCELSIOR EXCURSION run to Dock Station, Excelsior.

WESTBOUND—Lake Minnetonka or Deephaven Trains stop only to receive passengers for points west of Hopkins at—

Sixth Street
Seventh Street
Twelfth Street
Groveland Ave.
Douglas Ave.
29th Street
Lake Street

A—Lake Harriet Station
Lake Harriet "Loop"

City Limits
Grimes
Brownside
Brookside
Mendelssohn
Hopkins Sub Station

EASTBOUND—Stop at points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

EXCELSIOR LIMITED trains are indicated thus (L.). These Trains as well as Excelsior Excursion Trains make no stops between Lake Harriet "Loop" and Dock Station, Excelsior, except at Hopkins.

LAKE MINNETONKA Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Glen Lake
Clearspring
Vine Hill
Christmas Lake
Excelsior—Dock Station
1st Street
2nd Street
3rd Street

Manitou
Crescent Beach

B—Wildhurst
Tonka Bay

DEEPHAVEN Trains stop at—
9th Ave. (Hopkins)
Deephaven Junction
Baker
Boulevard
Groveland
Breezy Point
Northome
Deephaven

A—Westbound only.
B—Only for Boat connections.

FAST LAKE MINNETONKA EXPRESS BOAT SERVICE

Connects with Deephaven Trains.

		MILES																										
		1		2		1		2		1		2		1		2		1		2		1		2				
		AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.			
		PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.			
Leave	Excelsior.....	.00	6:43	6:30	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	.....	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.			
	Meadville.....	.46	6:51	6:33	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	.....	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
	Fairview.....	1.41	6:56	6:38	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	.....	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
	Linwood.....	1.95	7:00	6:42	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	.....	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
	Cottagewood.....	3.52	.....	6:53	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	.....	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27
	Deephaven.....	3.99	.....	7:00	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	.....	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
	Breezy Point.....	6.06	.....	7:13	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	.....	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Arrive	Wayzata.....	7.16	.....	7:20	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	.....	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58
Leave	Wayzata.....	.00	.....	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	.....	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05
	Breezy Point.....	1.10	.....	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	.....	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20
	Deephaven.....	3.17	.....	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	.....	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27
	Cottagewood.....	3.64	.....	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	.....	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45
	Linwood.....	5.21	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	.....	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49
	Fairview.....	5.75	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	.....	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58
	Meadville.....	6.70	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06	.....	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03
Arrive	Excelsior.....	7.16	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	.....	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06

		EXCELSIOR AND MINNETONKA BEACH — LOWER LAKE DIVISION																									
		MILES																									
		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
		AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.		
Leave	Excelsior	0.00	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
"	Tonka Bay	1.10	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53
"	Wheeler's	1.85	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58
"	Arcola	2.72	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01
Arrive	Minnetonka Beach	3.22	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03
Leave	Interlachen	0.00	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10
"	Minnetonka Beach	0.00	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15
"	Arcola	0.50	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18
"	Wheeler's	1.37	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22
"	Tonka Bay	2.12	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27
Arrive	Excelsior	3.22	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37

BEST WAY TO SEE LAKE MINNETONKA

Is to get aboard a "Twin City Express Boat"—New, Fast, Safe, Comfortable.

Trains to Take from Minneapolis to
Connect with Boats:

EXCELSIOR—WAYZATA EXPRESS

Round Trip—14 Miles—2 Hours—20 Cents
Leave Minneapolis at 6:33 a. m. and every
hour to 5:33 p. m. Sundays, 7:33 a. m. to
5:33 p. m. Trains connect with "Express"
at Excelsior Dock Station.

EXCELSIOR—BEACH EXPRESS

Round Trip—6 Miles—1 Hour—20 Cents
Leave Minneapolis at 6:03 a. m. and every
hour to 6:03 p. m. Sundays, 8:03 a. m. to
6:03 p. m. Trains connect with "Express"
at Excelsior Dock Station.

WILDHURST—ZUMBRA EXPRESS

Round Trip—10 Miles—1 Hour—20 Cents

WILDHURST—SPRING PARK EXPRESS

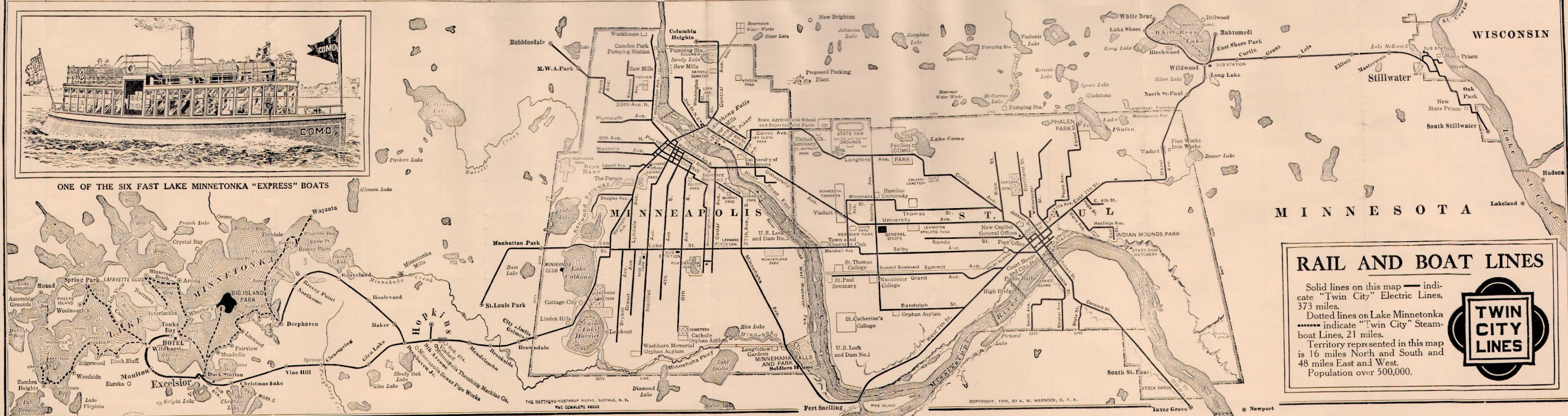
Round Trip—7 Miles—1 Hour—20 Cents

Take only Trains marked "Lake Minnetonka" to Wildhurst.

Leave Minneapolis at 6:03 a. m. and every
hour to 6:03 p. m. Sundays, 7:03 a. m. to
6:03 p. m. Trains connect with "Expresses"
for Spring Park and Zumbra at Wildhurst.

THE FLEET OF BOATS

- | | |
|-------------|------------|
| COMO | MINNETONKA |
| HARRIET | PLYMOUTH |
| HOPKINS | PURITAN |
| MAYFLOWER | SAINT PAUL |
| MINNEAPOLIS | STILLWATER |
| MINNEHAHA | WHITE BEAR |



RAIL AND BOAT LINES

Solid lines on this map — indicate "Twin City" Electric Lines, 373 miles.
Dotted lines on Lake Minnetonka indicate "Twin City" Steamboat Lines, 21 miles.
Territory represented in this map is 16 miles North and South and 48 miles East and West.
Population over 500,000.



0 $\frac{1}{4}$ $\frac{1}{2}$

STATUTE MILES

© June 1972

U.S. Highway

State Trunk Highway

County State Aid Highway

Municipal Street

Municipal Boundary

Golf Course

Public School

Village Or City Hall

County Park

Reef

2-LANE

4-LANE

7

15

1

2

3

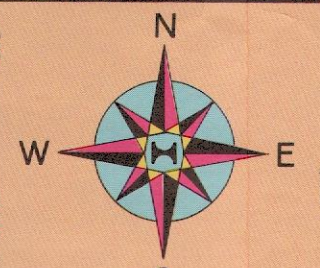
4

5

6

Lake depth contours are shown in number of feet below the crest of Grays Bay Dam, Elevation 929.4 Above sea level

Planning & Programming Section-Highway Division
Hennepin County - Department Of Public Works



Channel Buoys

DAY NIGHT

DAY NIGHT

The diagram shows two channel buoys. The left buoy is black with three green horizontal stripes. The right buoy is red with three white horizontal stripes. Below each buoy are two labels: 'DAY' and 'NIGHT'. The 'DAY' labels are positioned under the solid part of the buoy, and the 'NIGHT' labels are positioned under the dashed part of the buoy.

The diagram shows two buoys labeled "Danger Buoys". The left buoy has a red top and is labeled "DAY" and "NIGHT". The right buoy has a black top and is also labeled "DAY" and "NIGHT". Both buoys are shown with dashed outlines to indicate their visibility at night.

[illegible]

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Room 130 Courthouse, Minneapolis, Minnesota 55415



Lake Minnetonka Map

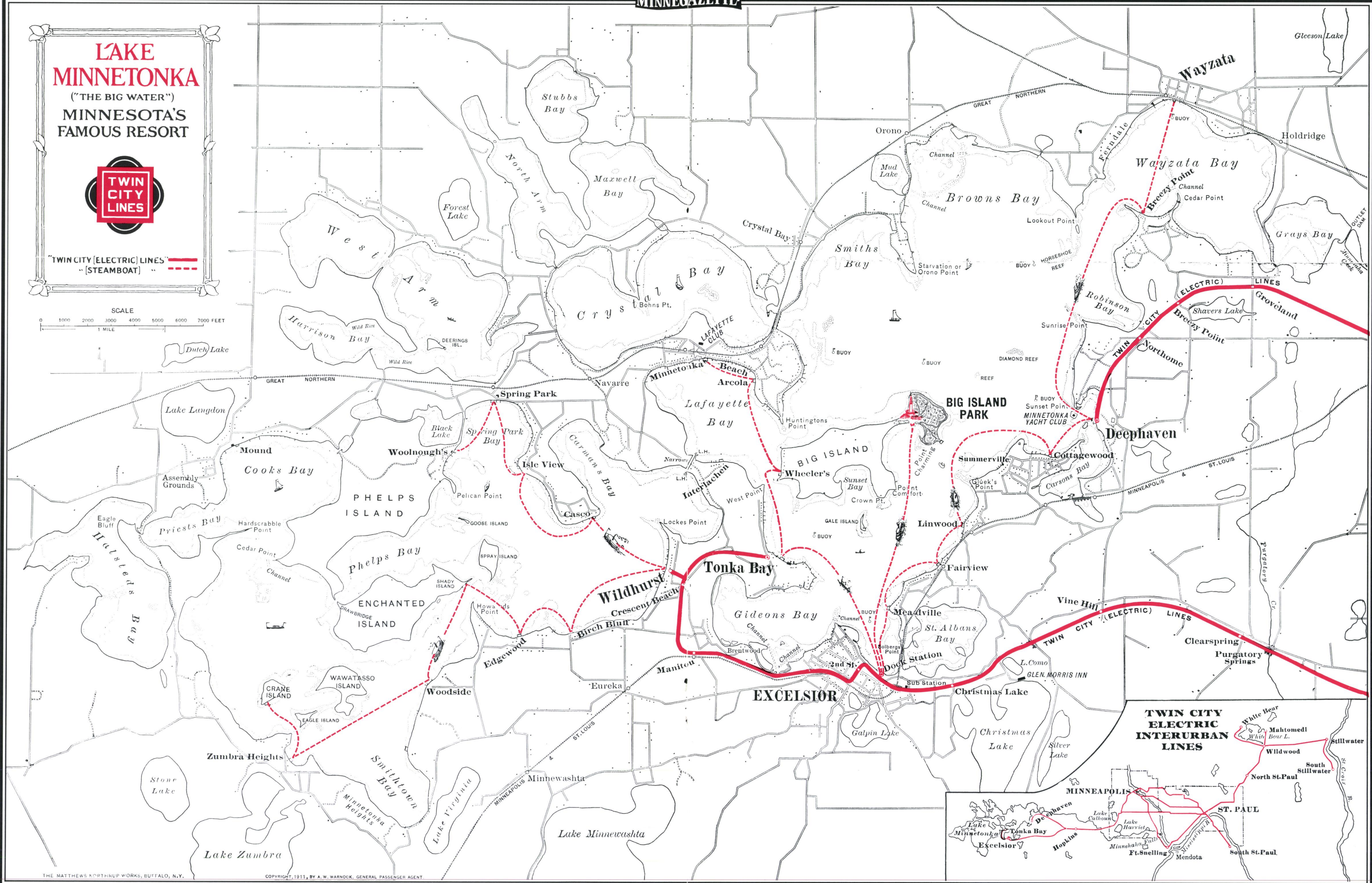
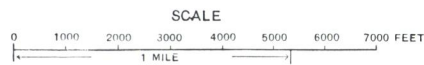


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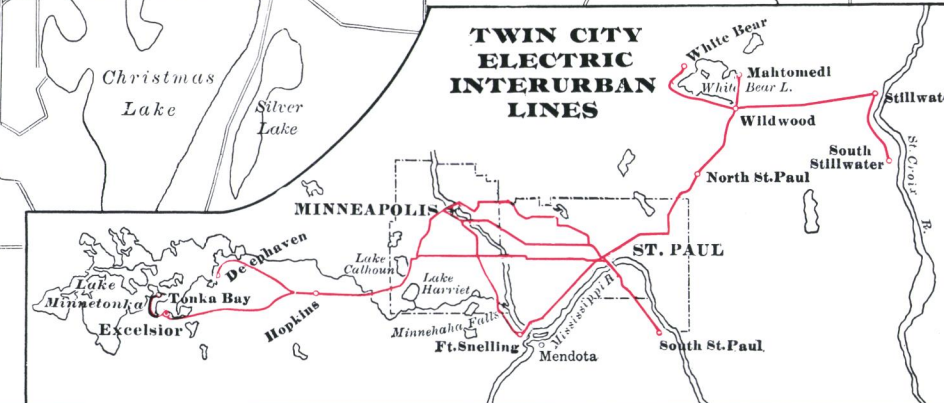
LAKE MINNETONKA
("THE BIG WATER")
MINNESOTA'S FAMOUS RESORT

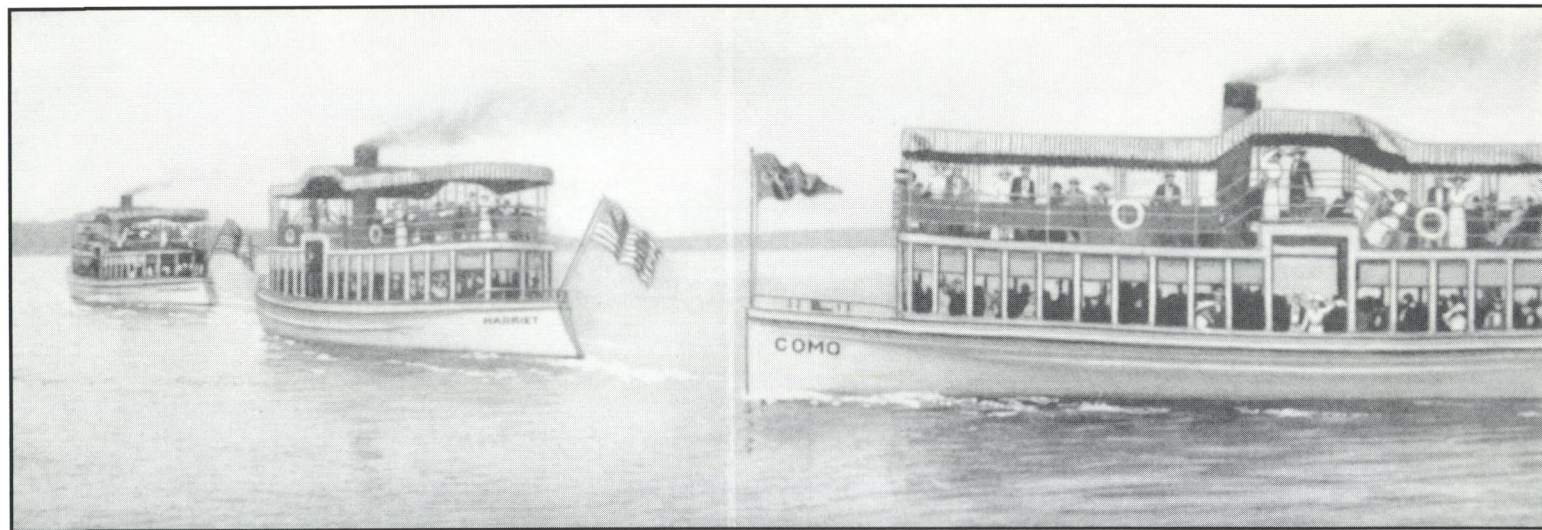


"TWIN CITY [ELECTRIC] LINES"
"STEAMBOAT"



TWIN CITY
ELECTRIC
INTERURBAN
LINES





FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior, 18 miles. Minneapolis to Tonka Bay, 21 miles.

WEEKDAYS

Leave Minn'polis	Arrive Excelsior (2nd St.)	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior (2nd St.)	Arrive Minn'polis
4:08 A.M.	4:45 A.M.				
L 6:38 "	6:45 "	6:55 A.M.	7:03 A.M.	L 7:13 A.M.	7:55 A.M.
L 6:58 "	7:15 "			L 7:43 "	8:25 "
L 7:18 "	7:45 "	7:55 "	8:03 "	L 8:13 "	8:55 "
L 7:38 "	8:15 "			L 8:43 "	9:25 "
L 8:03 "	8:45 "	8:55 "	9:03 "	L 9:13 "	9:55 "
L 8:33 "	9:15 "			L 9:43 "	10:25 "
L 9:03 "	9:45 "	9:55 "	10:06 "	L 10:13 "	10:55 "
L 9:33 "	10:15 "			L 10:43 "	11:25 "
L 10:03 "	10:45 "	10:55 "	11:03 "	L 11:13 "	11:55 "
L 10:33 "	11:15 "			L 11:43 "	12:25 P.M.
L 11:03 "	11:45 "	11:55 "	12:03 P.M.	L 12:13 P.M.	12:55 "
L 11:33 "	12:15 P.M.			L 12:43 "	1:25 "
L 12:03 P.M.	12:45 "	12:55 P.M.	1:03 "	L 1:13 "	1:55 "
L 12:33 "	1:15 "			L 1:43 "	2:25 "
L 1:03 "	1:45 "	1:55 "	2:03 "	L 2:13 "	2:55 "
L 1:33 "	2:15 "			L 2:43 "	3:25 "
L 2:03 "	2:45 "	2:55 "	3:03 "	L 3:13 "	3:55 "
L 2:33 "	3:15 "			L 3:43 "	4:25 "
L 3:03 "	3:45 "	3:55 "	4:03 "	L 4:13 "	4:55 "
L 3:33 "	4:15 "			L 4:43 "	5:25 "
L 4:03 "	4:45 "	4:55 "	5:03 "	L 5:13 "	5:55 "
L 4:33 "	5:15 "			L 5:43 "	6:25 "
L 5:03 "	5:45 "	5:55 "	6:03 "	L 6:13 "	6:55 "
L 5:33 "	6:15 "			L 6:43 "	7:25 "
L 6:03 "	6:45 "	6:55 "	7:03 "	L 7:13 "	7:55 "
L 6:33 "	7:15 "				
L 7:03 "	7:45 "	7:55 "	8:03 "	8:13 "	8:55 "
L 7:33 "	8:15 "			9:13 "	9:55 "
L 8:03 "	8:45 "	8:55 "	9:03 "	10:13 "	10:55 "
L 8:33 "	9:15 "				
L 9:03 "	9:45 "	9:55 "	10:03 "		
L 11:03 "	11:45 "	11:55 "	12:03 A.M.	12:13 A.M.	12:55 A.M.

DEEPHAVEN LINE

Minneapolis to Deephaven, 17 miles.

WEEKDAYS

Leave Minn'polis	Arrive Deephaven	Leave Deephaven	Arrive Minn'polis
		7:00 A.M.	7:42 A.M.
L 6:58 A.M.	7:39 A.M.		8:27 A.M.
L 7:58 "	8:39 "	8:45 "	9:27 "
L 8:58 "	9:39 "	10:45 "	11:27 "
L 9:58 "	10:39 "		
L 11:58 "	12:39 P.M.	12:45 P.M.	1:27 P.M.
L 1:58 P.M.	2:39 "	2:45 "	3:27 "
L 3:58 "	4:39 "	4:45 "	5:27 "
L 4:58 "	5:39 "	5:45 "	6:27 "
L 5:58 "	6:39 "	6:45 "	7:27 "

SUNDAYS

Leave Minn'polis	Leave Deephaven
	8:45 A.M.
L 8:58 A.M.	9:45 "
L 9:58 "	10:45 "
L 10:58 "	11:45 "
L 11:58 "	12:45 P.M.
L 1:58 P.M.	1:45 "
L 2:58 "	2:45 "
L 3:58 "	3:45 "
L 4:58 "	4:45 "
L 5:58 "	5:45 "
L 6:58 "	6:45 "

TRAIN STOPS

Trains carrying signs reading—

LAKE MINNETONKA, run to Tonka Bay Terminal.

EXCELSIOR LIMITED, run to 2nd Street, Excelsior.

EXCELSIOR EXCURSION run to Dock Station, Excelsior.

WESTBOUND—Lake Minnetonka or Deephaven Trains stop only to receive passengers for points west of Hopkins at—

Sixth Street
Seventh Street
Twelfth Street
Groveland Ave.
Douglas Ave.
29th Street
Lake Street
A—Lake Harriet Station
Lake Harriet "Loop"
City Limits
Grimes
Brownale
Brookside
Mendelssohn
Hopkins Sub Station

EASTBOUND—Stop at points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

EXCELSIOR LIMITED trains are indicated thus (L). These Trains as well as Excelsior Excursion Trains make no stops between Lake Harriet "Loop" and Dock Station, Excelsior, except at Hopkins.

LAKE MINNETONKA Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Glen Lake
Clearspring
Vine Hill
Christmas Lake
Excelsior—Dock Station
1st Street
2nd Street
3rd Street

Manitou
Crescent Beach
B—Wildhurst
Tonka Bay

DEEPHAVEN Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Baker
Boulevard
Groveland
Breezy Point
Northome
Deephaven

A—Westbound only.

B—Only for Boat connections.

†Connects with Deephaven Trains.

	MILES	2
Leave Excelsior	.00	A.M.
" Meadville	.46	6:43
" Fairview	1.41	6:51
" Linwood	1.95	6:56
" Cottagewood	3.52	7:00
" Deephaven	3.99	
" Breezy Point	6.06	
Arrive Wayzata	7.16	
Leave Wayzata	.00	
" Breezy Point	1.10	
" Deephaven	3.17	
" Cottagewood	3.64	
" Linwood	5.21	6:58
" Fairview	5.75	7:03
" Meadville	6.70	7:06
Arrive Excelsior	7.16	7:10

	MILES	3
Leave Excelsior	.00	A.M.
" Tonka Bay	1.10	6:45
" Wheeler's	1.85	6:58
" Arcola	2.72	7:01
Arrive Minnetonka Beach	3.22	7:03
Leave Interlachen	.00	7:10
" Minnetonka Beach	.00	7:15
" Arcola	.60	7:18
" Wheeler's	1.37	7:22
" Tonka Bay	2.12	7:27
Arrive Excelsior	3.22	7:37

	MILES	4
Leave Wildhurst	.00	A.M.
" Casco	.75	
" Isle View	1.88	
Arrive Spring Park	2.78	
Arrive Woolnough's	3.38	
Leave Woolnough's	.00	6:42
" Spring Park	.60	6:47
" Isle View	1.60	6:52
" Casco	2.63	6:57
Arrive Wildhurst	3.38	7:03

	MILES	5
Leave Wildhurst	.00	A.M.
" Birch Bluff	1.00	
" Edgewood	1.50	
" Shady Island	2.20	
" Woodside	3.08	
Arrive Zumbra Heights	4.48	
Arrive Crane Island	5.11	
Leave Crane Island	.00	6:34
" Zumbra Heights	.63	6:38
" Woodside	2.03	6:46
" Shady Island	2.91	6:49
" Edgewood	3.61	6:53
" Birch Bluff	4.11	6:58
Arrive Wildhurst	5.11	7:03

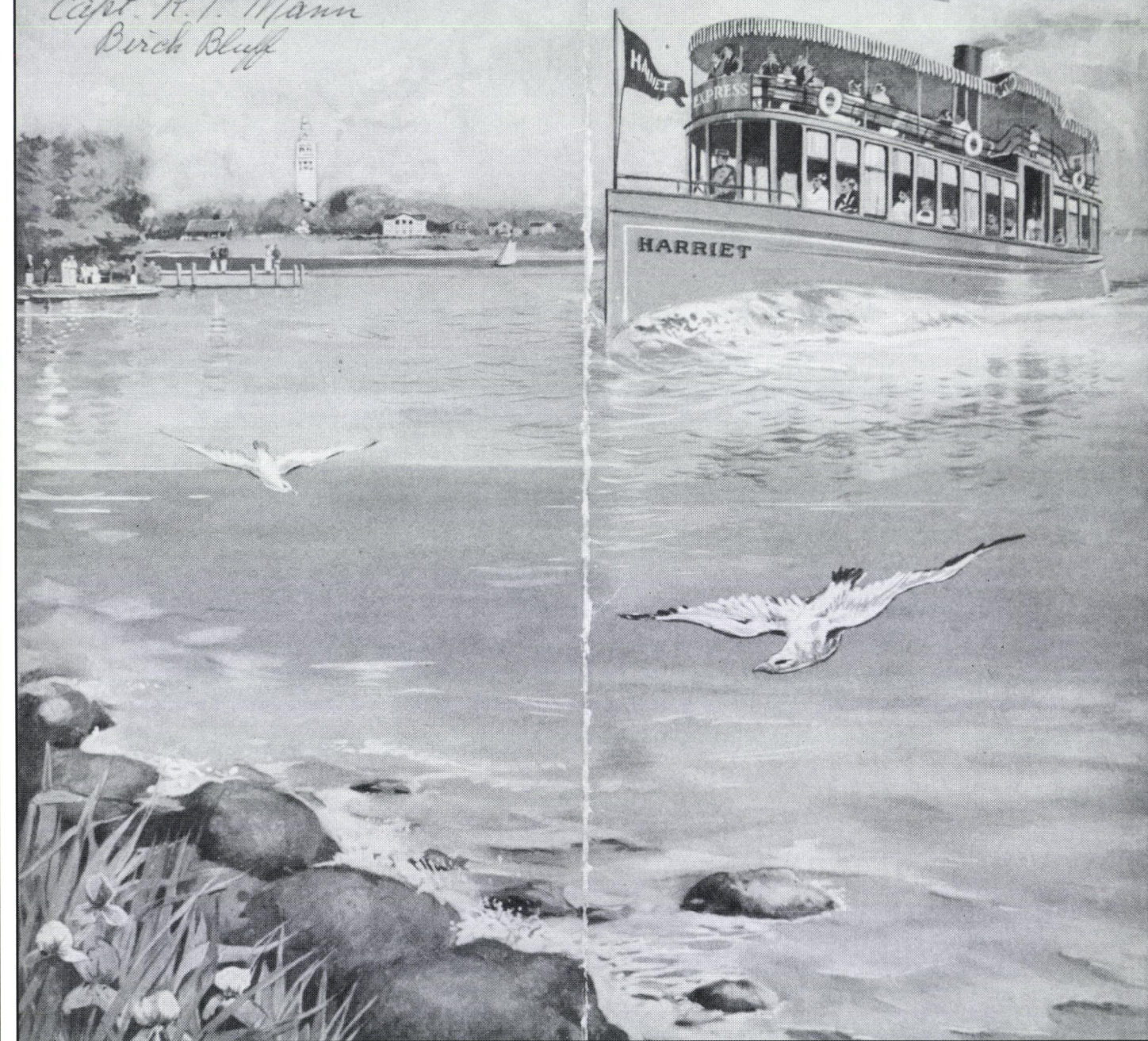
Boats stop at any of the above Docks t.

ELECTRIC TRAINS & EXPRESS BOATS

The last scheduled TCRT express boats ran 68 years ago. Looking at Lake Minnetonka today, it is hard to believe that it once hosted a fully developed—and very convenient—public transportation system.

LAKE MINNETONKA LAKE MINNETONKA

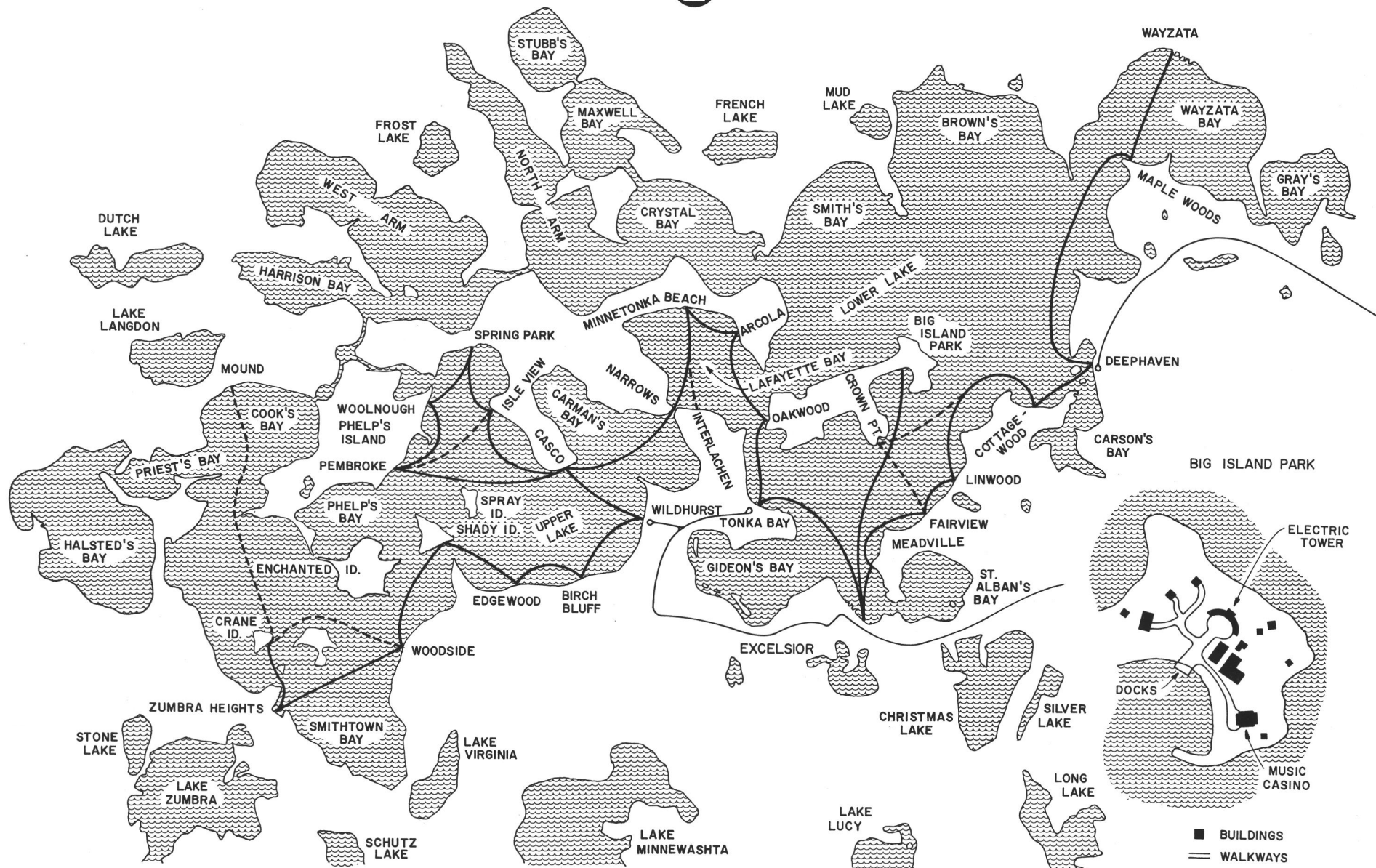
*Capt. R.T. Mann
Birch Bluff*



Service was much heavier in the summer and on Sundays, reflecting the recreational nature of the market. Its heyday ran from modified as the market changed. Two snapshots are presented here. The timetable dates from September 6, 1909. It has been Mann, skipper of the express boat Stillwater. It was made available by Tom and Mary Mann. TCRT referred to their Lake Bay and Deephaven. A complete description of the service is contained in Electric Railways of Minnesota. What the Editor, meet at Excelsior, Wildhurst and Deephaven, making various trip combinations possible. So dig into the schedules and map

MINNETONKA & WHITE BEAR NAVIGATION CO.

— STEAMBOAT ROUTES
- - - ROUTE VARIATIONS



LAKE MINNETONKA STEAMBOAT OPERATIONS

While the work of building the Lake Minnetonka railway line was in progress during 1905, TCRT was giving some thought to lake transportation and decided to place upon the lake a fleet of well-built, fast, safe boats which would be run on a regular schedule in connection with the electric streetcars. This was intended to be a new departure in Lake Minnetonka navigation as there had been no previous attempts to operate steamboats on the lake in regular public transportation service on an established schedule.

Several of the remaining independently operated boats were acquired by the Minneapolis & St. Paul Suburban Railway during 1906. MAYFLOWER, PURITAN, PLYMOUTH and PRISCILLA were acquired from the Lake Minnetonka Transportation Co. EXCELSIOR was acquired in December 1906 from The Heywood Line.

Six express boats were built in the company shops during the winter of 1905-1906. They were hauled to the lake over the electric railway and launched May 7, 1906. The boats were named after cities and resorts served by the company: COMO, MINNEHAHA, WHITE BEAR, HOPKINS, HARRIET and STILLWATER. Every effort was made to give the boats the appearance of a standard electric streetcar as they were considered a continuation of the electric railway service. They were brilliantly lighted at night and equipped with electric searchlights drawing current from a small steam generator.

To provide transportation between Excelsior and Big Island Park, three double-end side-paddle-wheel, ferry boats were built during the winter of 1905-1906 on lake near Deephaven. They were named MINNEAPOLIS, ST. PAUL and MINNETONKA.

On May 27, 1906 one ferry boat and two express boats were used to provide transportation for an informal opening of Big Island Park.

1906 was a very busy year at Lake Minnetonka: large terminal docks were built at Excelsior, the Excelsior Dock Station building completed, and smaller docks built at numerous points around the lake. To provide faster service for passengers destined for points on the Upper Lake, property was purchased at Wildhurst in 1908 and a substantial boat dock constructed. A loop track built off the Tonka Bay railway line allowed streetcar passengers to alight within a short distance from the dock.

Boats were operated from May 15th through September 30th and soon became the principal means of transportation between the various points on the lake. The fare was 10¢ between any two points on the same route, 20¢ round trip; no transfers were issued. The crew of each boat consisted of three persons. The pilot navigated and steered the boat. The engineer tended the boiler, engine and driving machinery. A signal system linked the pilot and engineer, indicating start, stop, reverse and forward. The purser collected the fares and tied up the boat to dock cleats when each landing was made. The purser also assisted passengers in boarding and alighting when the docks were slippery in wet weather or rough water caused the boat to pitch about. The boat yard was located at Excelsior east of the Dock Station and was eventually equipped with a slipway and hoist, and a shop building large enough to accommodate one boat on skids. The six express boats were used to provide hourly service on four routes on the lake. The three ferry boats were used exclusively to provide shuttle service between the Excelsior Dock Station and Big Island Park. Three acquired boats, EXCELSIOR, PURITAN and PLYMOUTH, were classified as excursion boats. As such they made regular daily three-hour panoramic tours of the lake, charging a round trip fare of 25¢. Apparently all boats were open to charters or special excursion parties for day or night trips. MAYFLOWER, being of small capacity, was probably only used for charters and special excursion parties.

- Four express boat routes were established in 1906, all operated from the Excelsior Docks.
- Route 1 Zumbra Heights Express, with stops at Narrows, Birch Bluff, Edgewood, Shady Isle, Woodside and Zumbra Heights.
 - Route 2 Spring Park Express, with stops at Narrows, Casco, Isle View and Spring Park.
 - Route 3 Minnetonka Beach Express, with stops at Tonka Bay, Wheeler's-Big Island, Minnetonka Beach and Lafayette Club-Arcola.
 - Route 4 Deephaven Express, with stops at Meadville, Fairview, Linwood, Summerville, Cottagewood and Deephaven Terminal.

By the 1907 season Route 4 had been extended to Wayzata, with added stops at Crown Point (on Big Island) and Breezy Point. Route 3 was shown as stopping at Tonka Bay, Wheeler's, Arcola and Minnetonka Beach, in that order. The three-hour "Forty Mile Lower and Upper Lake Trip" was operated each morning and afternoon.

The earliest timetable available is one effective May 30, 1908, at which time the newly-constructed terminal dock at Wildhurst was placed in service. The following information is summarized from the timetable.

Big Island Park Ferries

Excelsior to Big Island Park 2.06 miles. Hourly service was provided on weekdays and half-hourly on Sundays. Running time was 20 minutes one-way. One round trip required 45 minutes. Round trip fare was 10¢ or covered by a transfer issued on the streetcar. On weekends approximately 15,000 persons daily were carried on the ferry boats.

Lower Lake Division

Excelsior-Deephaven-Wayzata line

Excelsior	public dock	0.00 miles
Meadville	private dock	0.46 miles
Fairview	private dock	1.41 miles
Linwood	private dock	1.95 miles
Summerville	private dock	2.85 miles
Cottagewood	private dock	3.52 miles
Deephaven	public dock	3.99 miles
Breezy Point (Maple Woods)	private dock	6.06 miles
Wayzata	public dock	7.16 miles

Hourly service. Running time was 50 minutes. Boat runs 1 and 2 were assigned to this line. Layover was taken at Wayzata.

Excelsior-Minnetonka Beach line

Excelsior	public dock	0.00 miles
Tonka Bay	public dock	1.10 miles
Wheeler's (Oakwood)	private dock	1.85 miles
Arcola	private dock	2.72 miles
Minnetonka Beach	public dock	3.22 miles

Hourly service. Running time was 18 minutes outbound and 22 minutes inbound. Boat run 3 was assigned to this line. Layover was taken at Minnetonka Beach.

Upper Lake Division

Wildhurst-Spring Park line

Wildhurst	public dock	0.00 miles
Casco	private dock	0.75 miles
Isle View	private dock	1.88 miles
Spring Park	public dock	2.78 miles
Woolnough	private dock	3.38 miles

Hourly service. Running time was 21 minutes. Boat run 4 was assigned to this line. Layover was taken at Woolnough.

Wildhurst-Zumbra Heights-Mound line

Wildhurst	public dock	0.00 miles
Edgewood	private dock	1.50 miles
Shady Isle	private dock	2.20 miles
Woodside	private dock	3.08 miles
Zumbra Heights	private dock	4.48 miles
Crane Island	private dock	5.11 miles
Mound	public dock	7.61 miles

Two-hourly service. Running time was 42 minutes outbound and 43 minutes inbound. Boat run 5 was assigned to this line. Layover was taken at Mound. Boat run 6 made one or two direct runs from Excelsior to Mound in the morning rush hour only.

Many of these docks were located at the smaller resort hotels and resorts on the lake. At private docks picnic parties and the public were generally not permitted to land. There was no service ^{at} The Narrows, which connects the Upper Lake and Lower Lake, but boats were deadheaded through there to and from the Excelsior boat yard.

However a company map dated 1908 indicated some variations. (1) A line direct from Excelsior through The Narrows to Wildhurst and Casco with a line branching off between Edgewood and Woodside around the southwest side of Enchanted Island direct to Mound. (2) A line branching off at Linwood to the east shore of Big Island Park and from there to Summerville. (3) Omission of the line between Spring Park and Woolnough.

A company map dated 1909 showed the following changes. (1) No line thru The Narrows. (2) Line extended from Minnetonka Beach to Interlachen. (3) Line extended from Spring Park to Woolnough. (4) The line to Mound came directly from Crane Island.

The timetable effective May 15, 1909, did not indicate any service between Crane Island and Mound. Mound was served by railroad commuter service on the Great Northern Railway which affected boat patronage. This timetable also indicates that baggage service was provided daily except Sunday, with two round trips, one in the morning and one in the afternoon, between Excelsior and Wayzata, Excelsior and Minnetonka Beach, Wildhurst and Woolnough, Wildhurst and Zumbra Heights. Boat runs 1 and 2 were assigned to the Excelsior-Wayzata line, run 3 to the Excelsior-Minnetonka Beach line (Interlachen was served with only four trips per day), and runs 4 and 5 to the Wildhurst-Spring Park/Wildhurst-Zumbra Heights lines. On the latter, each run made alternate trips on each line; Crane Island was served with only three trips per day. No service was indicated on the map or the timetable to the east shore of Big Island Park.

The timetable effective September 6, 1909, indicates two changes. Birch Bluff, private dock, 1.00 miles from Wildhurst, was added as a stop on the Wildhurst-Zumbra Heights line. Summerville, private dock, was removed as a stop on the Excelsior-Wayzata line.

The timetable effective May 28, 1910, indicated that the express boats would provide additional service to and from Big Island Park. The last regular trip of each boat run on Sunday evening stopped at Big Island Park before pulling in to Excelsior. Then at 10:00 p.m., Sundays only, the express boats left the Park to receive or discharge passengers at various express boat docks on the lake.

Property conveyed by the Minneapolis & St. Paul Suburban Railway to the Minnetonka & White Bear Navigation Company in the 12-31-1910 reorganization consisted of one parcel, the Solberg's Point dock. The legal description was Lot 190, Auditor's Subdivision 141 (originally part of Lot 4) comprising 0.44 acres adjacent to the westerly right-of-way line of the Minneapolis & St. Louis Railway. Solberg's Point was named after its owner, J. A. Solberg. His residence was built here in 1883. The M&StL Ry. crossed this tract of land, purchasing the right-of-way from Mr. Solberg. The inlet of St. Alban's Bay was spanned by a railway draw-bridge, which connected the point with Excelsior. At the end of the bridge, on the point, was the depot, ice house and coal yards of the railway, and a strong and well-built steamboat dock. This dock had been used by the earlier steamboats to load and unload passengers for the various cottages and hotels on ^{the} lake. Captain John R. Johnson had his residence here and two additional lots. (Boat-builder Andrew Peterson also owned a lot here.) The M&WBN Co. built a concrete coal bin 20' x 50' x 56" high on this property in 1921. Apparently additional real estate was leased from the M&StL Ry. as the owned property was sold in 1927 and an M&StL Ry. lease cancelled at the same time.

When Big Island Park was closed permanently August 28, 1911, all ferry boat and excursion boat service was discontinued. Excursion boat service, on a charter basis, was offered instead (and was still being offered in April 1920). The express boat runs were altered slightly to provide limited service to Big Island and Mound. Runs 1 and 2 were assigned to the Excelsior-Deephaven-Wayzata line. Run 3 was assigned to the Excelsior-Minnetonka Beach line plus making two round trips Excelsior-Big Island-Spring Park-Mound. Run 4 was assigned to the Wildhurst-Spring Park line plus making two round trips Excelsior-Big Island-Spring Park-Mounds. Run 5 was assigned to the Wildhurst-Zumbra Heights-Crane Island line.

The 1912 timetable and maps indicated additional changes. The stops on the four lines were as follows.

Excelsior-Meadville-Fairview-Linwood-Cottagewood-Deephaven-Maple Woods-Wayzata.

Excelsior-Tonka Bay-Wheeler's-Arcola-Minnetonka Beach-Casco-Wildhurst (first regular service through The Narrows).

Wildhurst-Casco-Isle View-Spring Park.

Wildhurst-Birch Bluff-Edgewood-Shady Island-Woodside-Zumbra Heights-Crane Island. Only three daily round trips were made to Crane Island; all other trips ended at Zumbra Heights.

No service was operated to Big Island or Mound. A system of colored signs was used on the express boats and at the Excelsior Dock Station to identify the destinations. White signs with blue letters were used to signify destinations in the direction from Zumbra Heights to Wayzata; yellow signs with black letters in the direction from Wayzata to Zumbra Heights.

The Zumbra Heights dock property was acquired in 1913 from Calvin Goodrich. This was Lot 9, Auditor's Subdivision 86, comprising 0.86 acres of land and one boat house. This real estate was the site of The Palmer House, described in August 1899 as "A famous resort for sportsmen" (a fishing lodge), and a "Sanitarium for hay fever patients". Calvin G. Goodrich later bought the property and built a beautiful home on the site.

The timetable effective May 15, 1913, contained several interesting changes. The Wildhurst-Spring Park line was extended from Woolnough to Isle View. The Excelsior-Wayzata line was modified to provide four daily round trips to Crown Point on Big Island. The route ran from Fairview to Crown Point to Deephaven. For the first time the schedule was arranged as if the four lines were operated as one line.

Dock	Miles	Typical Run
Crane Island	0.00	7:33 a.m.
Zumbra Heights	0.55	7:38
Woodside	1.80	7:46
Shady Island	2.68	7:49
Edgewood	3.28	7:53
Birch Bluff	3.88	7:58
Wildhurst	4.88	8:03
Casco	5.63	8:09
Isle View	6.63	8:14
Spring Park	7.38	8:19 to 8:24
Woolnough	7.98	8:27
Isle View	8.54	8:29
Casco	9.54	8:34
Narrows	10.54	8:42
Minnetonka Beach	11.39	8:49
Arcola	11.89	8:52
Wheeler's	12.69	8:56
Tonka Bay	13.47	9:01
Excelsior	14.82	9:11 to 9:15
Meadville	15.46	9:18
Fairview	16.16	9:23
Linwood	16.76	9:27
Cottagewood	18.39	9:38
Deephaven	18.86	9:42 to 9:45
Breezy Point	20.93	9:58
Wayzata	21.80	10:05

Schedule speed ranged from 9 to 11 miles per hour.

During 1914 additional extensions were made: Woolnough-Pembroke-Isle View, Pembroke-Casco, and Woodside-north side of Wawatasso Island-Crane Island. The operation over these extensions is best explained by the mileage table contained in the 1915 schedules.

Wayzata	0.00 miles	Casco	12.26 miles
Maple Woods	0.87	Pembroke	14.24
Deephaven	2.94	Woolnough	14.92
Cottagewood	3.41	Spring Park	15.52
Linwood	5.04	Isle View	16.27
Fairview	5.64	Casco	17.27
Meadville	6.34	Wildhurst	18.02
Excelsior	6.98	Birch Bluff	19.02
Tonka Bay	8.33	Edgewood	19.62
Oakwood	9.11	Shady Island	20.22
Arcola	9.91	Woodside	21.10
Minnetonka Beach	10.41	Enchanted Island	21.85
Narrows	11.26	Crane Island	22.45
		Zumbra Heights	23.05

The 1915 timetable also listed which boats were assigned to the various runs.

Run 1	HARRIET
Run 2	COMO
Run 3	MINNEHAHA
Run 4	STILLWATER
Run 5	HOPKINS
Run 6	WHITE BEAR
---	EXCELSIOR (the newly-completed express boat)

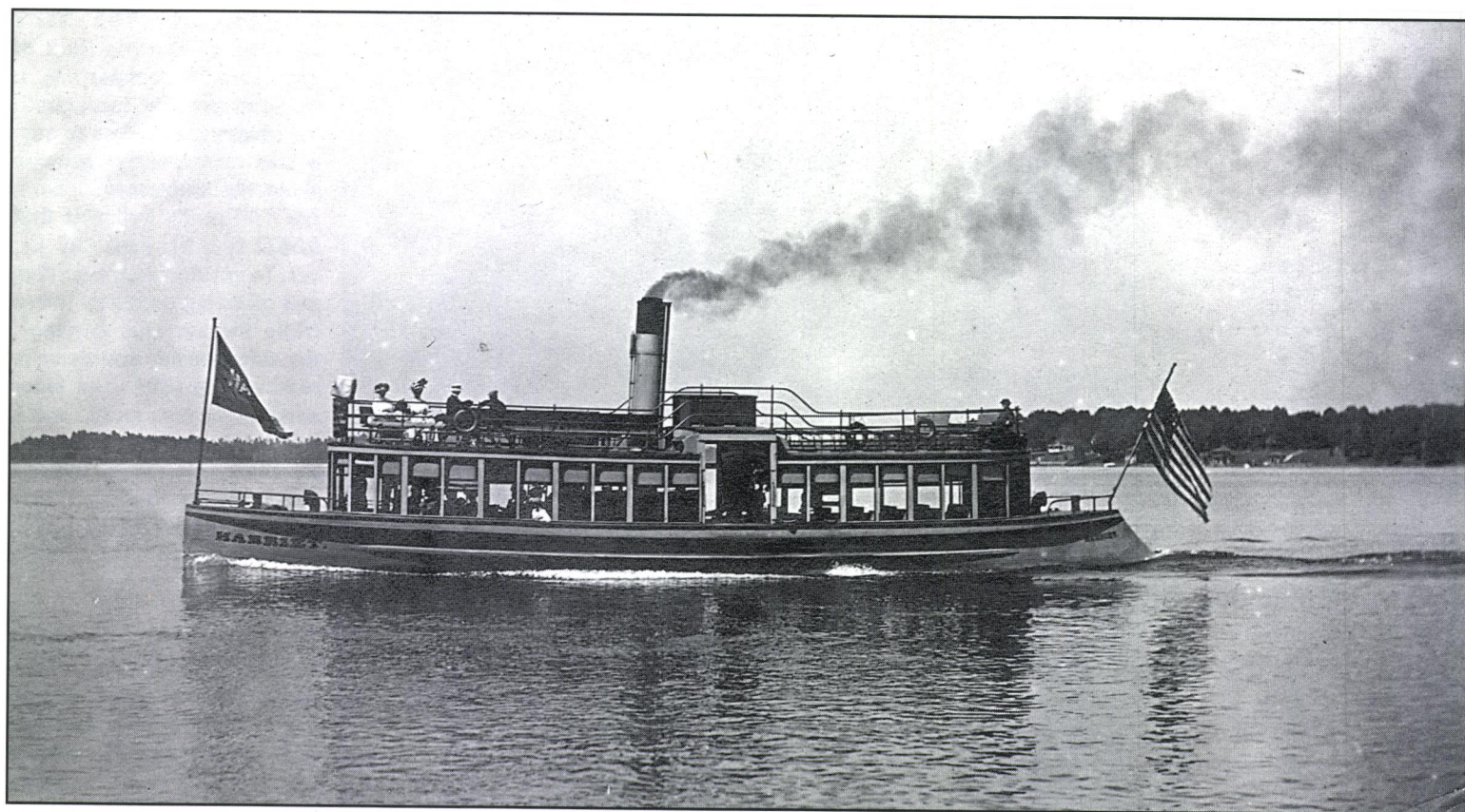
In 1915 the express boats were fitted with "illuminated signs". Photographs indicate these were destination roll signs similar to those used on the electric streetcars.

The express boats had demonstrated that they were splendid feeders for the rail lines, and as the boat routes trailed the shore line, a good "point to point" business had also been developed. And so the steamboat operation were retained even though on a stand-alone basis they were unprofitable. In 20 years of operation, only one year, 1925, showed a profit.

Schedules were revised as patronage began a steady decline in the 1920's. The routes and dock locations remained unchanged until 1924 when several landings were eliminated and the four routes consolidated into two routes. One of the last schedules is appended.

The TCRT 1926 Annual Report stated that "With the construction of additional improved roads and increased use of private automobiles and launches, steamboat patronage fell off to an alarming degree. Operations were opened in the summer of 1926 but so little business resulted that service was discontinued after six weeks." However the accounting records indicate passenger revenue from May through early September. Apparently operations were conducted through most of the 1926 season. *Fact Rev 9-15-1926*

Three express boats were dismantled and scuttled in July 1926. The Mechanical Dept. records give the year as 1925 but the accounting records show that the dismantling costs were incurred during 1926. One express boat was sold in September, 1927, and the last three express boats dismantled and scrapped in April 1928. The Excelsior Dock Station became part of Excelsior Amusement Park, housing the "Dodgem Cars" ride.



STEAMBOAT MEN AND SAILORS ARE ACTIVE

Lake Minnetonka will be alive with boats of every description, new and old, this summer. Those who make a business of passenger carrying and those who go to sea for the pleasure of the thing are vying with one another in getting ready for the season.

The big steamer Excelsior is about to be hauled out of the water and greatly improved. She will have a new keel, new rudders and a number of other improvements. The Helena, another boat of the Haywood fleet, is being fitted with new stues and her machinery is being largely replaced with new and up-to-date appliances. The Fanny L. has been sold to Al Cornell, and it is possible that she will be run in connection with the Haywood boats.

Commodore J. R. Johnson will bring his fleet of large steamers out in a few weeks, all repainted and refitted. The Puritan will, as usual, carry the heavy crowds, and the Plymouth will repeat her work of the past two summers in making swift time around the lake. The Mayflower will ply in the upper lake. Commodore Johnson will launch a new boat in a short time. She is now being finished at Solberg's Point, and will be a short, heavy tug-like boat, capable of making swift time with passengers or of towing a barge.

The Hebe has been fitted with new stues and otherwise improved, and will ply as usual between important points on the lakes. The Acta has been fitted with a new Scotch marine boiler and an improved fan for forcing draft, and has been newly decorated and furnished. The Victor, owned by William Watson, has been entirely rebuilt inside, and will be furnished with an entire new outfit of seats, cushions, etc. Her stues are new and her engines have been rebuilt. She will be ready for her first trip in a short time.

BOAT BUSINESS BOOMS

NEW ELECTRIC LINE TO TONKA THE CAUSE.

Street Railway Company May Transfer Its Passengers To Steamers, Cutting Out Stops Between City and Excelsior.

The completion of the street railway's line to Excelsior is certain to give a tremendous impetus to the steamboat business of Lake Minnetonka, as already propositions have been submitted to the Twin City Rapid Transit people for handling the crowds of pleasure seekers after they leave the cars.

Capt. Johnson of the Minnetonka fleet has had the matter up with the railway officials for several weeks, and is hopeful of making some arrangement for transporting passengers to important lake points as soon as they arrive at Excelsior.

Owners of innumerable pleasure craft are also interested in the scheme for providing visitors to Tonka with quick transportation to points of interest on the lake, as many of them see an excellent chance to make money in that way.

The number of electric launches at Minnetonka is already considerable, and will undoubtedly be largely increased before the season is over.

The street railway company has not yet closed with any of the applicants for special arrangements, as its whole energy is being employed in building the line, but there is no doubt that some schedule and ticket arrangements will be effected between the company and the boat owners when the line is ready for operation.

A trip on the lake will be as much a part of a trip to Minnetonka as the trolley ride, and the boat owners are certain to reap a harvest from patrons of the line.

Very fast cars will be operated between Lake Harriet and Excelsior, as the company realizes that everybody will be in a hurry to get to the lake. They may have all day to play in, but the trolley trip will have to be made at express-train speed, or there will be dissatisfaction.

General Manager Field said yesterday that the new line would be a model of railway construction—"a bee line so far as practicable, and equipped with every modern electric device to insure safe and speedy operation of cars. After arriving at the lake, passengers will naturally wish to take a ride on the lake, and whatever arrangement is best suited to meet the demands of the patrons will be adopted."

Capt. Johnson has a number of good boats, and he is anxious that passengers be landed as near his dock as possible, in order that the visitors may economize time in touring the lake.

Other owners are getting their boats in first-class condition in anticipation of a big season's business.

That travel to Minnetonka, because of the Excelsior line, will be increased tenfold this year, is the unanimous opinion of residents in the Minnetonka district.

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NEWS FROM MINNETONKA

Capt. J. R. Johnson Decides to Build Another Dredge Boat on Account of the Many Improvements Expected the Coming Season — Street Railway Getting Ready for Work.

The Rambler will not be the only dredge boat that will make the mud fly on Lake Minnetonka during the coming summer. Owing to the great impetus given to lake improvement by the opening of the trolley line, there is sufficient demand to warrant the introduction of a second dredge.

This will be built by the owner of the Rambler, J. R. Johnson. Much of the planking and many of the heavy timbers have already arrived from the Pacific coast, and work will commence on the new boat at Solberg's point at once. The new boat will be in a general way the prototype of the Rambler, with a few of the later improvements. She will not make much of an impression for beauty of design or for speed in navigation, but she will be built for business. She will be ready to launch early in the summer.

With the first of February the operations along the trolley line, which had been interrupted when the intense cold of December set in, were resumed. A crew is again at work on the approaches to the viaducts over the St. Louis tracks, and preparations for putting in the iron bridges are being hurried along. The long iron spans have arrived, and it is hoped that the bridge can be completed by the last of March. Another crew has commenced operations on the terminal wharf in Excelsior bay, and the work of setting piles through the ice is being carried on as rapidly as possible.

An effort will be made to render the trolley route from Hopkins to the lake as pleasant and attractive as possible, by planting shrubs along the right-of-way, and causing grass to grow along the roadbed. Work on the new ferry boats is progressing rapidly at Solberg's point, and the six new fast steamers are being built at the company's shops in Minneapolis. They will be brought out on specially arranged trucks when completed, the trip being made at night when the work will not interfere with ordinary traffic. Several hours will be required to take each boat to the lake.

STEAMERS ARE NAMED: "TROLLEY FLEET"
Minneapolis Tribune (1867-1908); Mar 3, 1906;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 15

STEAMERS ARE NAMED

"TROLLEY FLEET" WILL BE GENERAL NAME OF BOATS.

Stations of Twin City Rapid Transit Company Honored in Nomenclature—Machinery Commencing to Arrive.

The officials of the street railway company have decided upon the names of the fleet of steamers they are building for Lake Minnetonka service. The entire fleet will be known as the Trolley Fleet. There are to be three large ferry boats which will carry a thousand passengers each, to be named the Saint Paul, Minneapolis and Minnetonka.

These ferry boats will be used largely for carrying people from Excelsior to the amusement resort on Big Island. There are to be six fast express boats for service around the lake. They will be named the Stillwater, White Bear, Minnehaha, Como Park, Harriet and Hopkins.

All the steamboats will be painted yellow, the same as the street cars, and will all start from Excelsior. The machinery is commencing to arrive and there is no question but what the boats will be ready for service as soon as needed. The headquarters of the fleet will be at Excelsior, where large docks are being put in, in connection with the large depot of the street railway company.

SIX BOATS FOR LAKE

TWIN CITY RAPID TRANSIT COMPANY GETTING READY.

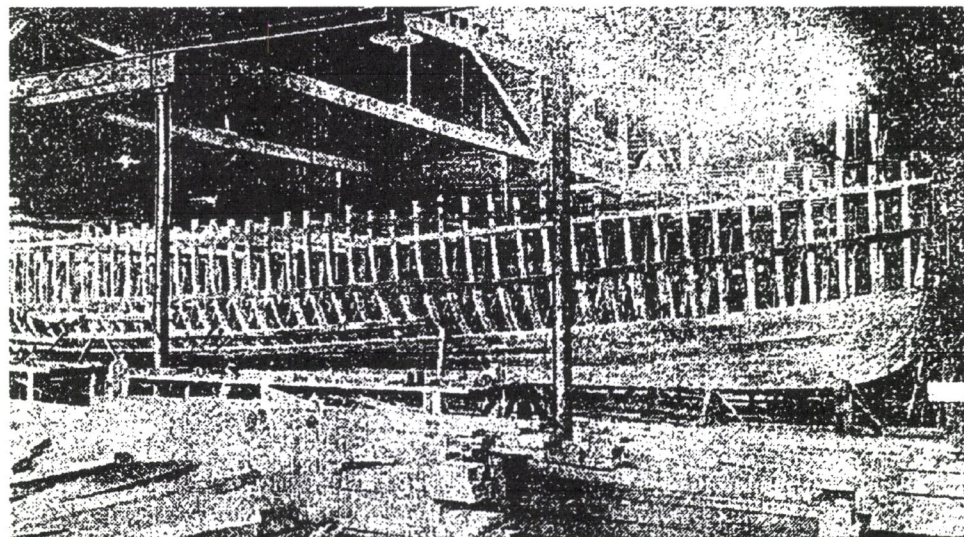
Boats for Service at Lake Minnetonka Are Now Being Constructed
—Freight Boats Will Also Be Built by Company.

The accompanying illustration shows the framework of one of the new boats which the Twin City Rapid Transit com-

pany is building at its shops at Thirty-first street, for service on Lake Minnetonka. The company will build six of these boats and already has five of them under construction.

They will be used in transporting passengers from the large docks at Excelsior to various points on the lake.

The company also has under construction several larger boats at Minnetonka, capable of handling heavy freight ships.



Immense Steamboat Under Construction at Street Railway Shops, Will be Used on Lake Minnetonka.

pany is building at its shops at Thirty-first street, for service on Lake Minnetonka. The company will build six of these boats and already has five of them under construction.

They will be used in transporting passengers from the large docks at Excelsior to various points on the lake.

Six New Boats Being Built For Minnetonka: Experience of Trolley Company With Pleasure Boats
Minneapolis Tribune (1867-1908); Jul 15, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 19

Six New Boats Being Built For Minnetonka

Experience of Trolley Company With Pleasure Boats
Has Led to Plans for Extensive Improvements for
Next Season—Picnic of the Roosevelt Club—Golf
and Tennis Matches in Full Sway at the Popular
Resort.

The trolley company is so well pleased with the reception of its fleet of express boats that it has already commenced planning for a still more extensive fleet for next year. Some of its officials have let the information leak out that six new express boats will be built largely upon the model of the present six express boats, but will be considerably longer, and several improvements of minor importance will be made.

The three large ferry boats, the Minneapolis, St. Paul and Minnetonka, while they appear all right to the public, are regarded as little better than failures by the company. Their hulls were designed to carry a certain weight of machinery, and later the amount of machinery was about doubled. This, of course, weighs the boats down unnaturally, so that their speed is greatly retarded, and instead of being able to carry 800 or 1,000 people each, as they were intended to do, their capacity is limited to about a third of that number. The boats will be rebuilt during the winter, and the experience of this summer will be employed to insure perfectly balanced boats for next year. Meanwhile, the company will observe every precaution required for safety and none of the boats will be overloaded.

2-25-1906
An effort will be made to render the trolley route from Hopkins to the lake as pleasant and attractive as possible, by planting shrubs along the right-of-way, and causing grass to grow along the road-bed. Work on the new ferry boats is progressing rapidly at Solberg's point, and the six new fast steamers are being built at the company's shops in Minneapolis. They will be brought out on specially arranged trucks when completed, the trip being made at night when the work will not interfere with ordinary traffic. Several hours will be required to take each boat to the lake.

mpl. Tribune

5-6-1906

The trolley company is making a strenuous effort to have one of its own docks at Excelsior finished in time for today, but it is certain that it can be accomplished. Two of the new steamers that have been built in Minneapolis are at the lake already. They are the Minnehaha and the Stillwater. The Minnehaha was steamed up Wednesday, and both boats will be running today.

The company has not yet put on its promised steamer runs from various points to Excelsior, because of the lack of boats and docks. Sixteen new docks must be built before the runs can be put on fully, and though there are several crews at work steadily on them they will not all be done for a couple of weeks.

The run from Minnetonka Beach could be started now if boats were available, and the run to Wayzata could be commenced with the completion of one or two docks. When the whole scheme is working, passengers from every part of the lake that is navigable for large boats will be transported to Excelsior every morning and set down there again every evening. The parts of the lake that are too shallow, such as Harrison's bay and Smith's bay, will not be visited this year, as considerable dredging will be necessary to make it practicable.

Work on the viaduct and upon the grading for double-track is being pushed. A series of side tracks will be put in near the docks, something after the fashion of the yard at the state fair, so that a large number of cars can be held in readiness. A viaduct is being provided at the lake front, so that passengers will not have to cross the track in going to and from the docks.

Now men are being sent every day to swell the crew at Big Island, but so great is the task before them that it is not probable that the amusement park will be in shape to receive visitors until well along in the summer.

Display Ad 7 - No Title
Minneapolis Tribune (1867-1908); Jul 7, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 10

THE ONLY WAY TO SEE LAKE MINNETONKA Take the Big Steamer Excelsior

(The White Flyer.)
The Largest, the Fastest, the Safest and Best Equipped Steamer on the Lake
(Capacity One Thousand Passengers.)
The Only Steamer That Makes a Complete Tour of Both the Upper and Lower Lakes.

TWO BIG FOUR-HOUR TRIPS DAILY

MORNING TRIP

Leave Excelsior, Casino Dock..... 9:00 a. m.
Leave Tonka Bay 9:15 a. m.
Leave Wayzata 10:00 a. m.
Leave Excelsior for Upper Lake 11:00 a. m.

AFTERNOON TRIP

Leave Excelsior, Casino Dock for Wayzata..... 1:15 p. m.
Leave Tonka Bay 1:30 p. m.
Leave Wayzata 2:00 p. m.
Leave Excelsior for Upper Lake 3:00 p. m.
Leave Tonka Bay 3:15 p. m.

Returning in time for all trains and makes all landings from Wayzata to Mound City.

ALL FOR ONE TICKET

Don't Buy Steamer Tickets on Street Cars
For This Trip, Pay on the Boat.

BRASS BAND AND ORCHESTRA ALL DAY
25-ARTIST MUSICIANS-25
GRAND MOONLIGHT EXCURSION

Leaves Excelsior 7:45 p. m. Only 25¢ Round Trip.
WE MAKE THREE TRIPS EVERY DAY, DAWN OR DUSK.
HOT COFFEE AND REFRESHMENTS ON BOARD STEAMER.

Minneapolis Tribune (1867-1908); Aug 13, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1908)
pg. 7

STEAMERS COLLIDE ON LAKE MINNETONKA

The White Bear and the Como, two of the street company's Minnetonka steamboats, collided off Big Island yesterday afternoon, but aside from a hole stove in the bow of the Como there was no damage. The passengers on the Como were transferred to the White Bear without difficulty, and the injured vessel was towed into the dock, where the damage will be repaired at once. The accident was due to the fouling of the White Bear's steering apparatus. The Como will be in running order within a few days.

Sunday Car Service to Lake Minnetonka

Electric cars will leave Hennepin Avenue and Sixth Street for Excelsior on Sunday, May 20th, at 4, 6, 7, 8, 9, A. M.—then every half hour to 7 P. M.—then 8, 10, 11:30 P. M.

SUNDAY "EXPRESS STEAMERS"

Leave Excelsior for Tonka Bay, Wheeler's (Big Island), Wheelwright and Minnetonka Beach every hour from 7:50 a. m. to 7:50 p. m. Leave Beach every hour from 8:20 a. m. to 8:20 p. m.

Leave Excelsior for Solberg, Fairview, Linwood, Summerville, Cottage-wood and Deephaven (Hotel St. Louis) every hour, from 10:20 a. m. to 7:20 p. m. Leave Deephaven every hour from 10:50 a. m. to 7:50 p. m.

Leave Excelsior for Narrows, Edgewood, Shady Isle and Zumbra Heights at 8:50 and 11:50 a. m., 1:50 and 3:50 p. m. Leave Zumbra 10:50 a. m., 12:50, 2:50 and 5:50 p. m.

WEEKDAY "EXPRESS STEAMERS"

Commencing Monday, May 21: Leave Excelsior for Minnetonka Beach—7, 8, 9, 10:50 a. m., 12:50, 2:50, 4:50, 5:50 p. m. Leave Beach—7:30, 8:30, 9:30, 11:20 a. m., 1:20, 3:20, 5:20, 6:20 p. m.

Leave Excelsior for Deephaven—7, 8, 9, 9:50, 11:50 a. m., 1:50, 3:50, 4:50, 5:50 p. m. Leave Deephaven for Excelsior—7:25, 8:25, 9:25, 10:20 a. m., 12:20, 2:20, 4:20, 5:20, 6:20 p. m.

Ticket Office No. 13 Sixth Street North. J. C. Kline in charge.

LAKE MINNETONKA

Car and Boat Service Sunday, May 27.

Electric cars will leave Hennepin Ave. and 6th St. for Excelsior at 4, 6, 7, 8, 9 a. m.—then every half hour to 7 p. m.—then 8, 10, 11:30 p. m.

SUNDAY "EXPRESS STEAMERS"

Leave Excelsior for Tonka Bay, Wheeler's (Big Island) and Minnetonka Beach every hour from 7:50 a. m. to 7:50 p. m. Leave the Beach every hour from 8:20 a. m. to 8:20 p. m.

Leave Excelsior for Solberg, Fairview, Linwood, Summerville, Cottage-wood and Deephaven every hour, from 10:20 a. m. to 7:20 p. m. Leave Deephaven every hour from 10:50 a. m. to 7:50 p. m.

Leave Excelsior for Narrows, Edgewood, Shady Isle and Zumbra Heights at 8:50, 11:50 a. m., 1:50, 3:50 p. m. Leave Zumbra 10:50 a. m., 12:50, 2:50, 5:50 p. m.

WEEKDAY "EXPRESS STEAMERS"

Leave Excelsior for Minnetonka Beach—7, 8, 9, 10:50 a. m., 12:50, 2:50, 4:50, 5:50 p. m. Leave the Beach—7:30, 8:30, 9:30, 11:20 a. m., 1:20, 3:20, 5:20, 6:20 p. m.

Leave Excelsior for Deephaven—7, 8, 9, 9:50, 11:50 a. m., 1:50, 3:50, 4:50, 5:50 p. m. Leave Deephaven for Excelsior—7:25, 8:25, 9:25, 10:20 a. m., 12:20, 2:20, 4:20, 5:20, 6:20 p. m.

Fare on Express Steamers From
Excelsior to Any Point **10c**

Ticket Office and Waiting Room, 13 North Sixth St.
(Where the Cars Start.)

Wildwood "The Beautiful"

On White Bear Lake
Opens on Decoration Day

Fifteen minute car service from 9:30 a. m. to 8 p. m. from Wabasha and 7th Streets, St. Paul. Bigger, better, brighter, livelier than ever!

Display Ad 7 -- No Title

Minneapolis Tribune (1867-1908); Jul 11, 1906;

ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)

pg. 3

SUMMER RESORTS AND PARKS.

This Week's Big Event at Lake Minnetonka

WILL BE THE "TWIN CITY" ILLUMINATED BOAT PARADE

ON FRIDAY NIGHT

Electric Car Round Trip, Minneapolis to the Lake and Return, including seat ticket on steamers to enjoy the great 1½ hour Boat Parade

50c

A Trip That Will Be a Treat

The famous "Twin City Fleet" of new, fast, staunch Ferry, Express and Excursion Boats is now ready to make its formal bow to the public, and on FRIDAY OF THIS WEEK an "Illuminated Boat Parade" will be given in which all the handsome Twin City Rapid Transit boats will take part.

At 8:30 p. m. the Puritan, with Rossiter's First Regiment Band aboard, will lead the way from the Excelsior docks. Then will follow a parade of all the lighted boats that will be interesting and delightful.

THE BAND WILL PLAY—SEARCHLIGHTS WILL FLASH—THE BOATS WILL PASS IN REVIEW, and for 1½ hours the most interesting boat parade ever given on Minnetonka will take place. "The Twin City Fleet" is the Electric Lighted Fleet and the effect will be indescribably beautiful.

"THE TWIN CITY FLEET."

FERRY BOATS.

Minneapolis—Saint Paul—Minnetonka

EXPRESS BOATS

Como, Harriet, Hopkins, Minnehaha, Stillwater,

WHITE BEAR.

EXCURSION BOATS.

Puritan—Plymouth—Mayflower.

Tickets will be good only on electric cars leaving ticket office, 13 North 6th street, ON FRIDAY EVENING, BETWEEN 6 AND 7:30 p. m. Returning, ON ANY CARS SAME EVENING. Ticket sale will be limited to seating capacity of boats and when seats are sold no more passengers will be taken. It is therefore necessary to buy tickets in advance.

**Tickets Now on Sale
at Ticket Office, 13 N. 6th St.**

TELEPHONES:—N. W. 4580. T. C. 3133.

The Rowing Regatta

pliment to the gallant oarsmen from St. Paul, Winnipeg, Duluth, Rat Portage, Port Arthur and Fort William.

If the weather should prove unfavorable on Friday, the Parade will occur on Saturday evening.

Treat yourself to an exhilarating Electric Car Trip in the early evening to Minnetonka, through the most beautiful meadow, lake hill country in all America, and enjoy a boat trip on the big water, with the most entertaining features ever offered the good people of the Twin Cities.

Lake Dwellers!

Come out with your Launches and enjoy "The Parade"

The More the Merrier!

Rossiter's 1st Reg't Band

SUMMER RESORTS AND PARKS.

This Week's Big Event at Lake Minnetonka

"TWIN CITY" ILLUMINATED BOAT PARADE!

FRIDAY NIGHT Electric Car Round Trip, Minneapolis to the Lake & return, including seat ticket on steamers to enjoy the great 1 1-2 hour Boat Parade **50c**

A Trip That Will Be a Treat

The famous "Twin City Fleet" of new, fast, staunch Ferry, Express and Excursion Boats is now ready to make its formal bow to the public, and on **FRIDAY EVENING** an "Illuminated Boat Parade" will be given in which all the handsome Twin City Rapid Transit boats will take part.

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"THE TWIN CITY FLEET."

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Minneapolis—Saint Paul—Minnetonka
EXPRESS BOATS
Cemo, Harriet, Hopkins, Minnehaha, Stillwater, White Bear.
EXCURSION BOATS
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Tickets will be good only on electric cars leaving ticket office, 13 North 6th street, ON **FRIDAY EVENING, BETWEEN 6 and 7:30 p. m.** Returning, ON ANY CARS SAME EVENING. Ticket sale will be limited to seating capacity of boats and when seats are sold no more passengers will be taken. It is therefore necessary to buy tickets in advance.

Now on sale at Ticket Office,

13 North Sixth St.

Telephones, N. W. 4580; T. C. 3133.

ROWING REGATTA

Will be given at Tonka Bay Hotel on Friday and Saturday afternoons and "The Twin City Illuminated Boat Parade" will be given on Friday evening as compliment to the gallant oarsmen from St. Paul, Winnipeg, Duluth, Rat Portage, Port Arthur and Fort William.

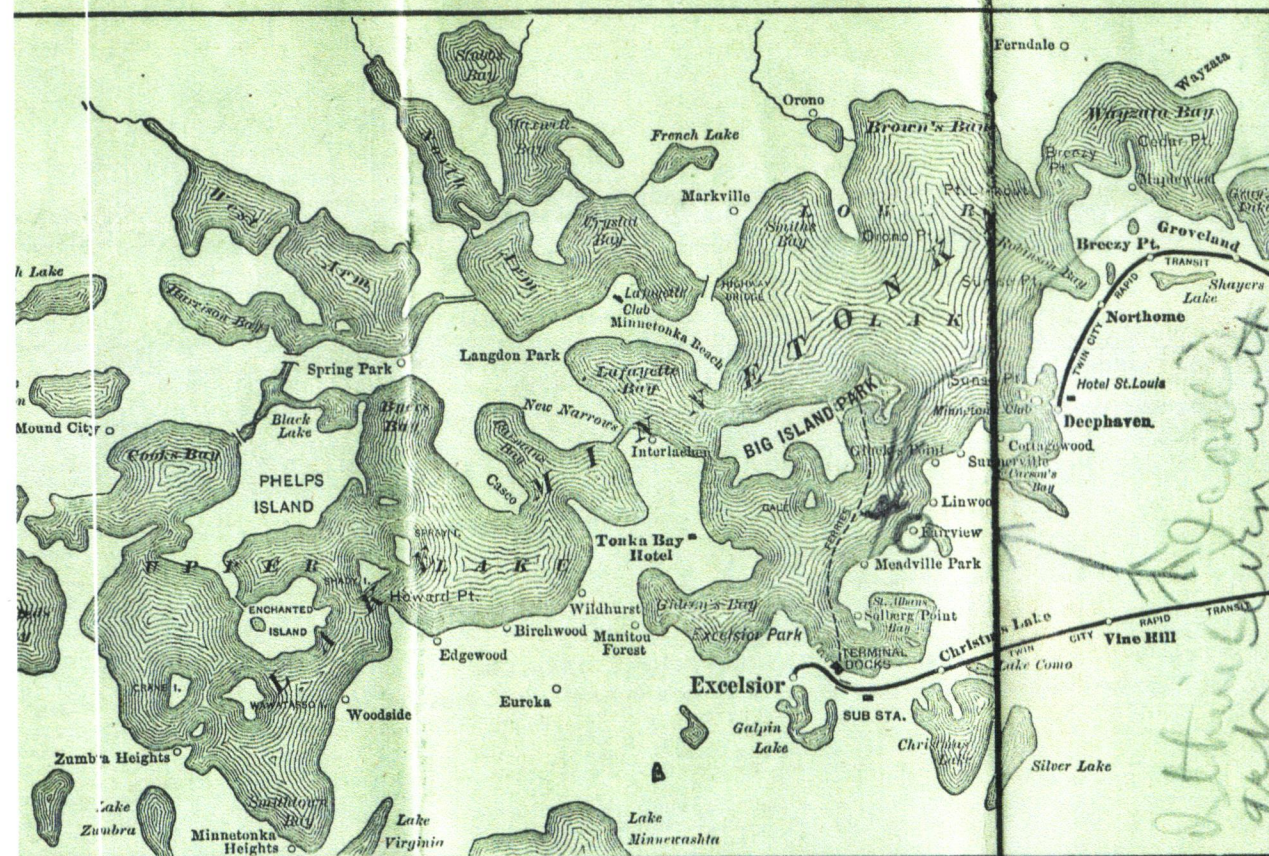
If the weather should prove unfavorable on Friday the parade will occur Saturday evening. Treat yourself to an exhilarating Electric car trip in the early evening to Minnetonka, through the most beautiful meadow, lake and hill country in all America, and enjoy a boat trip on the big water, with the most entertaining features ever offered the good people of the Twin Cities.

Lake Dwellers

Come with your launches and enjoy the parade. The more the merrier.

ates Private Dock landing at which Picnic Parties and the Public generally are not permitted to land.

LAKE MINNETONKA — THE TWIN CITIES' SHINING SHOWPLACE.



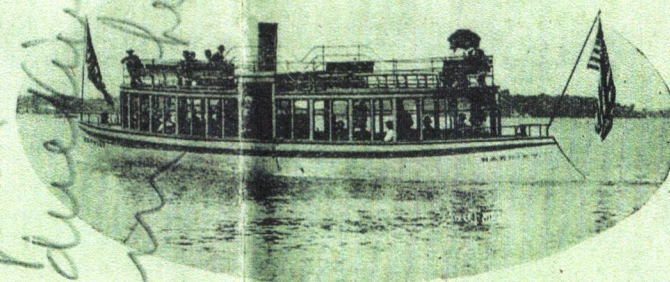
LAKE MINNETONKA is 20 miles long by 4 miles wide, with a charmingly irregular shore line of over 300 miles. Its channels, islands and bays are continually revealing new vistas of blue dancing water. The lake shores are dotted with handsome cottages of Twin City people, and here and there are fine hotels and club houses. Scores of sail boats, launches and steamers add life or to the beautiful scene. The lake is "The Twin Cities' Shining Showplace," and should be seen by every visitor.

TO SEE LAKE MINNETONKA
IN THE MOST COMFORTABLE AND INEXPENSIVE
WAY TAKE ANY OF THE SPLENDID

"TWIN CITY EXPRESS BOATS"

These boats are all new this season, and, like all other Twin City equipment, they embody the latest ideas for comfort, safety, speed and beauty. They are the SAFEST, FASTEST, HANDSOMEST, BEST boats on the lake!

FARE From Excelsior to any point reached **10 CENTS**
by these fine boats, each way, only



This means that you can make a delightful one or two hour boat trip (according to the route you select—see above time-tables) for only **20 CENTS**.
Connections made to and from fast Electric Cars at Excelsior and Deephaven to and from the Twin Cities.

"TWIN CITY" EXPRESS BOATS.

COMO	HARRIET	HOPKINS
MINNEHAHA	STILLWATER	WHITE BEAR
EXCURSION BOATS.		
PURITAN	PLYMOUTH	MINNEAPOLIS
MAYFLOWER		SAINT PAUL
		MINNETONKA

BOATS OPEN FOR CHARTER TO SPECIAL PARTIES AT REASONABLE RATES.

A. W. WARNOCK, General Passenger Agent.

Minneapolis Telephones—N. W. Main 4580—T. C. 3134. St. Paul—N. W. 2616.

Lake Minnetonka Boat Service
Timetable #7 July 22, 1906

Steamboat route 1 is shown as Excelsior-Deephaven-Wayzata. ERM, last paragraph, page 207, has it extended from Deephaven to Wayzata in 1907. This statement was based on analysis of "Twin City Trolley Trips" annual brochures. The extension thus occurred in 1906 instead of 1907. The timetable has a notice "NOTE changes in boat schedules".

"Mayflower" is listed as an Excursion Boat for the 1906 season. Apparently replaced by stern-wheeler "Excelsior" in 1907 (purchased December 1906).

TIME TABLES—TWIN CITY "EXPRESS BOATS"—WEEKDAYS

SUNDAYS

Indicates connection to and from cars on Deephaven Line

BETWEEN EXCELSIOR, DEEPHAVEN AND WAYZATA (Lower Lake)

Excelsior.....	6:15 am	7:15 am	8:15 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:15 pm	8:15 pm	9:15 pm
Deedville.....	6:18 am	7:18 am	8:18 am	9:18 am	10:18 am	11:18 am	12:18 pm	1:18 pm	2:18 pm	3:18 pm	4:18 pm	5:18 pm	6:18 pm	7:18 pm	8:18 pm	9:18 pm
Airview.....	6:22 am	7:22 am	8:22 am	9:22 am	10:22 am	11:22 am	12:22 pm	1:22 pm	2:22 pm	3:22 pm	4:22 pm	5:22 pm	6:22 pm	7:22 pm	8:22 pm	9:22 pm
Linwood.....	6:27 am	7:27 am	8:27 am	9:27 am	10:27 am	11:27 am	12:27 pm	1:27 pm	2:27 pm	3:27 pm	4:27 pm	5:27 pm	6:27 pm	7:27 pm	8:27 pm	9:27 pm
Summersville.....	6:35 am	7:35 am	8:35 am	9:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm	5:35 pm	6:35 pm	7:35 pm	8:35 pm	9:35 pm
Deedville.....	6:39 am	7:39 am	8:39 am	9:39 am	10:39 am	11:39 am	12:39 pm	1:39 pm	2:39 pm	3:39 pm	4:39 pm	5:39 pm	6:39 pm	7:39 pm	8:39 pm	9:39 pm
Deephaven.....	6:45 am	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm
Deephaven.....	6:45 am	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm
Wayzata.....	7:05 am	8:05 am	9:05 am	10:05 am	11:05 am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm	6:05 pm	7:05 pm	8:05 pm	9:05 pm	10:05 pm
Wayzata.....	7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm	9:30 pm	10:30 pm
Deephaven.....	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm	10:45 pm
Deephaven.....	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm	10:45 pm
Summersville.....	7:55 am	8:55 am	9:55 am	10:55 am	11:55 am	12:55 pm	1:55 pm	2:55 pm	3:55 pm	4:55 pm	5:55 pm	6:55 pm	7:55 pm	8:55 pm	9:55 pm	10:55 pm
Linwood.....	8:03 am	9:03 am	10:03 am	11:03 am	12:03 pm	1:03 pm	2:03 pm	3:03 pm	4:03 pm	5:03 pm	6:03 pm	7:03 pm	8:03 pm	9:03 pm	10:03 pm	11:03 pm
Airview.....	8:05 am	9:05 am	10:05 am	11:05 am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm	6:05 pm	7:05 pm	8:05 pm	9:05 pm	10:05 pm	11:05 pm
Deedville.....	8:08 am	9:08 am	10:08 am	11:08 am	12:08 pm	1:08 pm	2:08 pm	3:08 pm	4:08 pm	5:08 pm	6:08 pm	7:08 pm	8:08 pm	9:08 pm	10:08 pm	11:08 pm
Excelsior.....	8:15 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:15 pm	8:15 pm	9:15 pm	10:15 pm	11:15 pm

BETWEEN EXCELSIOR AND MINNETONKA BEACH (Lower Lake)

Excelsior.....	6:50 am	7:50 am	8:50 am	9:50 am	10:50 am	11:50 am	12:50 pm	1:50 pm	2:50 pm	3:50 pm	4:50 pm	5:50 pm	6:50 pm	7:50 pm	8:50 pm	9:50 pm
Excelsior.....	6:56 am	7:56 am	8:56 am	9:56 am	10:56 am	11:56 am	12:56 pm	1:56 pm	2:56 pm	3:56 pm	4:56 pm	5:56 pm	6:56 pm	7:56 pm	8:56 pm	9:56 pm
Wheeler's (Big Island) *	7:02 am	8:02 am	9:02 am	10:02 am	11:02 am	12:02 pm	1:02 pm	2:02 pm	3:02 pm	4:02 pm	5:02 pm	6:02 pm	7:02 pm	8:02 pm	9:02 pm	10:02 pm
Minnetonka Beach.....	7:08 am	8:08 am	9:08 am	10:08 am	11:08 am	12:08 pm	1:08 pm	2:08 pm	3:08 pm	4:08 pm	5:08 pm	6:08 pm	7:08 pm	8:08 pm	9:08 pm	10:08 pm
Afayette Club.....	7:15 am	8:15 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:15 pm	8:15 pm	9:15 pm	10:15 pm
Afayette Club.....	7:20 am	8:20 am	9:20 am	10:20 am	11:20 am	12:20 pm	1:20 pm	2:20 pm	3:20 pm	4:20 pm	5:20 pm	6:20 pm	7:20 pm	8:20 pm	9:20 pm	10:20 pm
Minnetonka Beach.....	7:22 am	8:22 am	9:22 am	10:22 am	11:22 am	12:22 pm	1:22 pm	2:22 pm	3:22 pm	4:22 pm	5:22 pm	6:22 pm	7:22 pm	8:22 pm	9:22 pm	10:22 pm
Wheeler's.....	7:27 am	8:27 am	9:27 am	10:27 am	11:27 am	12:27 pm	1:27 pm	2:27 pm	3:27 pm	4:27 pm	5:27 pm	6:27 pm	7:27 pm	8:27 pm	9:27 pm	10:27 pm
Excelsior.....	7:33 am	8:33 am	9:33 am	10:33 am	11:33 am	12:33 pm	1:33 pm	2:33 pm	3:33 pm	4:33 pm	5:33 pm	6:33 pm	7:33 pm	8:33 pm	9:33 pm	10:33 pm
Excelsior.....	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm	10:45 pm

Extra Boat leaves Excelsior at 5:50 pm. (connection from 5:04 pm. car from Minneapolis) for Tonka Bay and Wheeler's Point.

BETWEEN EXCELSIOR AND ZUMBRA HEIGHTS (Upper Lake)

Excelsior.....	5:45 am	6:45 am	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm
Excelsior.....	6:07 am	7:07 am	8:07 am	9:07 am	10:07 am	11:07 am	12:07 pm	1:07 pm	2:07 pm	3:07 pm	4:07 pm	5:07 pm	6:07 pm	7:07 pm	8:07 pm	9:07 pm
Arch Bluff.....	6:14 am	7:14 am	8:14 am	9:14 am	10:14 am	11:14 am	12:14 pm	1:14 pm	2:14 pm	3:14 pm	4:14 pm	5:14 pm	6:14 pm	7:14 pm	8:14 pm	9:14 pm
Excelsior.....	6:21 am	7:21 am	8:21 am	9:21 am	10:21 am	11:21 am	12:21 pm	1:21 pm	2:21 pm	3:21 pm	4:21 pm	5:21 pm	6:21 pm	7:21 pm	8:21 pm	9:21 pm
Excelsior.....	6:24 am	7:24 am	8:24 am	9:24 am	10:24 am	11:24 am	12:24 pm	1:24 pm	2:24 pm	3:24 pm	4:24 pm	5:24 pm	6:24 pm	7:24 pm	8:24 pm	9:24 pm
Excelsior.....	6:27 am	7:27 am	8:27 am	9:27 am	10:27 am	11:27 am	12:27 pm	1:27 pm	2:27 pm	3:27 pm	4:27 pm	5:27 pm	6:27 pm	7:27 pm	8:27 pm	9:27 pm
Excelsior.....	6:35 am	7:35 am	8:35 am	9:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm	5:35 pm	6:35 pm	7:35 pm	8:35 pm	9:35 pm
Excelsior.....	6:44 am	7:44 am	8:44 am	9:44 am	10:44 am	11:44 am	12:44 pm	1:44 pm	2:44 pm	3:44 pm	4:44 pm	5:44 pm	6:44 pm	7:44 pm	8:44 pm	9:44 pm
Excelsior.....	6:48 am	7:48 am	8:48 am	9:48 am	10:48 am	11:48 am	12:48 pm	1:48 pm	2:48 pm	3:48 pm	4:48 pm	5:48 pm	6:48 pm	7:48 pm	8:48 pm	9:48 pm
Excelsior.....	6:52 am	7:52 am	8:52 am	9:52 am	10:52 am	11:52 am	12:52 pm	1:52 pm	2:52 pm	3:52 pm	4:52 pm	5:52 pm	6:52 pm	7:52 pm	8:52 pm	9:52 pm
Excelsior.....	7:00 am	8:00 am	9:00 am	10:00 am	11:00 am	12:00 pm	1:00 pm	2:00 pm	3:00 pm	4:00 pm	5:00 pm	6:00 pm	7:00 pm	8:00 pm	9:00 pm	10:00 pm
Excelsior.....	7:08 am	8:08 am	9:08 am	10:08 am	11:08 am	12:08 pm	1:08 pm	2:08 pm	3:08 pm	4:08 pm	5:08 pm	6:08 pm	7:08 pm	8:08 pm	9:08 pm	10:08 pm
Excelsior.....	7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm	9:30 pm	10:30 pm

SPECIAL "HOP" BOAT

Leaves Tonka Bay (after the "Hop" at Tonka Bay Hotel) on Wednesday and Saturday nights at 11:50 pm. for Excelsior and to connect with 12:20 am, car for Minneapolis.

BETWEEN EXCELSIOR AND SPRING PARK (Upper Lake)

Excelsior.....	6:25 am	7:25 am	8:25 am	9:25 am	10:25 am	11:25 am	12:25 pm	1:25 pm	2:25 pm	3:25 pm	4:25 pm	5:25 pm	6:25 pm	7:25 pm	8:25 pm	9:25 pm
Excelsior.....	6:42 am	7:42 am	8:42 am	9:42 am	10:42 am	11:42 am	12:42 pm	1:42 pm	2:42 pm	3:42 pm	4:42 pm	5:42 pm	6:42 pm	7:42 pm	8:42 pm	9:42 pm
Excelsior.....	6:49 am	7:49 am	8:49 am	9:49 am	10:49 am	11:49 am	12:49 pm	1:49 pm	2:49 pm	3:49 pm	4:49 pm	5:49 pm	6:49 pm	7:49 pm	8:49 pm	9:49 pm
Excelsior.....	6:55 am	7:55 am	8:55 am	9:55 am	10:55 am	11:55 am	12:55 pm	1:55 pm	2:55 pm	3:55 pm	4:55 pm	5:55 pm	6:55 pm	7:55 pm	8:55 pm	9:55 pm
Excelsior.....	7:00 am	8:00 am	9:00 am	10:00 am	11:00 am	12:00 pm	1:00 pm	2:00 pm	3:00 pm	4:00 pm	5:00 pm	6:00 pm	7:00 pm	8:00 pm	9:00 pm	10:00 pm
Excelsior.....	7:05 am	8:05 am	9:05 am	10:05 am	11:05 am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm	6:05 pm	7:05 pm	8:05 pm	9:05 pm	10:05 pm
Excelsior.....	7:11 am	8:11 am	9:11 am	10:11 am	11:11 am	12:11 pm	1:11 pm	2:11 pm	3:11 pm	4:11 pm	5:11 pm	6:11 pm	7:11 pm	8:11 pm	9:11 pm	10:11 pm
Excelsior.....	7:17 am	8:17 am	9:17 am	10:17 am	11:17 am	12:17 pm	1:17 pm	2:17 pm	3:17 pm	4:17 pm	5:17 pm	6:17 pm	7:17 pm	8:17 pm	9:17 pm	10:17 pm
Excelsior.....	7:25 am	8:25 am	9:25 am	10:25 am	11:25 am	12:25 pm	1:25 pm	2:25 pm	3:25 pm	4:25 pm	5:25 pm	6:25 pm	7:25 pm	8:25 pm	9:25 pm	10:25 pm
Excelsior.....	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm	10:45 pm

Sunday Boats
Stop at
Woolnough's

Excelsior.....	7:30 am	8:30 am	9:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm	9:30 pm	10:30 pm
Excelsior.....	7:50 am	8:50 am	9:50 am	10:50 am	11:50 am	12:50 pm	1:50 pm	2:50 pm	3:50 pm	4:50 pm	5:50 pm	6:50 pm	7:50 pm	8:50 pm	9:50 pm	10:50 pm
Excelsior.....	8:02 am	9:02 am	10:02 am	11:02 am	12:02 pm	1:02 pm	2:02 pm	3:02 pm	4:02 pm	5:02 pm	6:02 pm	7:02 pm	8:02 pm	9:02 pm	10:02 pm	11:02 pm
Excelsior.....	8:10 am	9:10 am	10:10 am	11:10 am	12:10 pm	1:10 pm	2:10 pm	3:10 pm	4:10 pm	5:10 pm	6:10 pm	7:10 pm	8:10 pm	9:10 pm	10:10 pm	11:10 pm
Excelsior.....	8:20 am	9:20 am	10:20 am	11:20 am	12:20 pm	1:20 pm	2:20 pm	3:20 pm	4:20 pm	5:20 pm	6:20 pm	7:20 pm	8:20 pm	9:20 pm	10:20 pm	11:20 pm

LAKE MINNETONKA "WHITE LINE" TRANSPORTATION CO. W & E BOAT LINE

The colors came from the identifying stripes on the fleets of rowboats the various companies owned. The ML&M Ry. ended in front of The White House, Excelsior. (The GN Ry. retained the stub track into Excelsior.) The Red Line Pavilion (Gates & Dunlap) was built at the end of the ML&M Ry. track at the foot of Water St. It was later destroyed by fire. The Blue Line Pavilion was located north of the Red Line Pavilion and enlarged on pilings out over the lake. The Casino was built north of and adjacent to the Blue Line Pavilion in 1904. It was demolished in December, 1922.

A 1906 booklet contains an advertisement for the Lake Minnetonka "White Line" Transportation Co. apparently owned by The Casino Co. which in turn was owned by Frank Heywood. W & E Boat Line apparently referred to Wayzata & Excelsior. The ad indicates the boat line was operating the steamboats EXCELSIOR, VICTOR, DETROIT, and WAYZATA, plus the gasoline launch JUANITA. The LMT Co. name was probably obtained from Capt. Johnson after he sold his boat fleet to the M&StPS Ry. (M&WBN Co.)

L. M. T. Co.'s Schedule.

When You are Thinking of making a
Tour on Lake Minnetonka Refer
to Time Cards Below.

STEAMER PLYMOUTH

Morning.

Lv. Excelsior for Wayzata	8:30 a. m.	Returning	10:30
" Tonka Bay "	8:45 "	" "	10:45
" Tonka Bay for Upper Lake	10:50 "	" "	12:30
" Minn. Beach "	11:00 "	" "	12:20

From Minnetonka Beach the steamer Plymouth proceeds on a tour of the Upper Lake, through the narrows, past Casco, Howard's Point, Shady Isle, Woodside, Fire-Fly, Eagle, Crane and Enchanted Islands, Pelican Point, Lookout Lodge, and Maple Heights, and returns to Spring Park at

" Minnetonka Beach at	12:00 m.
" Tonka Bay	12:20 p. m.
" Excelsior	12:30 "
" Hotel St. Louis	12:40 "
	1:00 "

Afternoon.

Lv. Hotel St. Louis for Upper Lake	2:15 p. m.	Returning to make Milwaukee train	3:30 p. m.
" Minnetonka Beach "	2:40 "	" Great Nor. "	3:55 "
" Tonka Bay "	2:50 "	" M. & St. L. "	4:20 "

From Tonka Bay the Steamer Plymouth proceeds on a tour of the upper lake, through the Narrows, past Casco, Howard's Point, Shady Isle, Woodside, Fire-Fly, Eagle, Crane, and Enchanted Islands, Pelican Point, Lookout Lodge, and Maple Heights, making a grand tour thru the most beautiful and picturesque parts of Minnetonka.

Evening.

The Steamer Plymouth leaves Excelsior for evening tour of the lake at 7:30 p. m. and goes to Tonka Bay; leaves Tonka Bay at 7:45 for tour of lake by way of Hotel St. Louis, stopping on signal for passengers at Fairview, Linwood, Sommerville, Cottagewood, and all private landings.

STEAMER PURITAN

Morning.

Lv. Excelsior for Hotel St. Louis	8:45 a. m.	Returning	10:10 a. m.
" Tonka Bay "	9:00 "	" "	10:25 "
" Tonka Bay for Upper Lake	10:35 "	" "	12:30 p. m.
" Minn. Beach "	10:45 "	" "	12:20 "

From Minnetonka Beach the Steamer Puritan proceeds on a tour of the Upper Lake, through the narrows, past Casco, Howard's Point, Shady Isle, Woodside, Fire-Fly, Eagle, Crane and Enchanted Islands, Pelican Point, Lookout Lodge, and Maple Heights, and

Returns to Spring Park	12:00 m.
" Minnetonka Beach	12:25 p. m.
" Tonka Bay	12:40 "
" Excelsior	12:50 "

Afternoon.

Lv. Excelsior for tour of Lower Lake at	2:30 p. m.	Returning	4:30 p. m.
" Tonka Bay "	2:45 "	" "	4:55 "
" Minnetonka Beach "	3:00 "	" "	5:00 "
" Tonka Bay "	3:15 "	" "	
" Excelsior "	3:30 "	" "	

Ar. Hotel St. Louis to connect with 4 p. m. C. M. & St. P. train at 3:45 p. m.
Ar. Excelsior and Tonka Bay to connect with M. & St. L. train at 4:00 p. m.
Ar. Minnetonka Beach to connect with Great Northern train at 4:50 p. m.

Evening.

Lv. Excelsior for tour of Lake	7:30 p. m.
Lv. Tonka Bay	8:00 "

The Steamer Puritan will stop at Fairview, Linwood, Sommerville, Cottagewood and other points on signal, returning passengers during the evening.

For time of L. M. T. Co.'s Steamer "MAY-
FLOWER" which plys in the upper lake,
see special time card.

J. R. JOHNSON, Mgr.

1-7-1903

THE Twin City Rapid Transit company's **express boats** on Lake Minnetonka will **discontinue service** for the season on Oct. 31. Cars for Excelsior hereafter will leave Minneapolis at 6:04 a. m. and every hour to 8:04 p. m. First car on Sundays at 8:04 a. m. Extra cars on Wednesdays at 11:34 p. m. and on Saturdays and Sundays at 10:04 p. m., 11:34 p. m. Cars for Deephaven will leave Minneapolis at 6:59 a. m., 4:59 p. m. Leave Deephaven at 7:45 a. m., 5:45 p. m. On Sundays leave Minneapolis at 8:59 a. m., 12:59 p. m., 4:59 p. m. Leave Deephaven at 9:45 a. m., 1:45 p. m., 5:45 p. m.

ICE IS OUT OF BIG LAKE

MINNETONKA BEGINS TO TAKE ON ITS SPRING COAT.

Big Preparations Now Being Made by Rapid Transit Company for What Promises to Be the Greatest Season in History.

"Ho ye forwards and ho ye aft's!" Beg pardon, Mr. Kipling, but the ice has gone out of Lake Minnetonka and hence this nautical outburst. And hence, alas, the unusual activity of the sea urchins or old fresh water salts at Excelsior, Deephaven, Weyzata and Tonka Bay.

The greatest hubbub was apparent at Excelsior when the commodore of The Tribune's "Flying Squadron" debarked at that port. He was in tow of Rear Admiral A. W. Warnock, who was making a few ante-season observations in behalf of the deep-sea department of the Twin City Rapid Transit company. After the land operations on a fast flying Tonka trolley express car from Sixth street to Excelsior bay they soon were on their sea-legs in negotiating a stormy passage to Big Island Park.

The entire fleet of the Twin City Rapid Transit company was in leash at the Excelsior wharves, the boats tugging and straining impatiently at their iron moorings, seemingly impatient to start the not far distant season. Everyone of the finest fleet of pleasure boats on an American inland lake is now undergoing a complete overhauling with beautiful, bright coats of paint of a uniform color which will stamp them at a glance as one of the T. C. R. flotilla.

The company is fast completing a splendid pavilion and dockage facilities at Excelsior. Over on the island, which will make its debut this season as undoubtedly the finest recreation park in America, the evolution from crudity to perfection is hardly less apparent.

To facilitate the handling of traffic at lake points this year the tower of the Excelsior pavilion is being fitted with a semaphore, which, in conjunction with the great searchlight on the lofty electric tower in the center of things at Big Island, will flash message to skippers and motormen far and near which will set the whole intelligent scheme of transportation machinery into methodical motion.

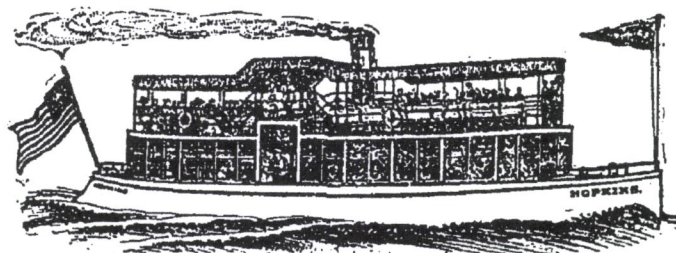
Old residents at Excelsior report that the old town has taken on a real boom since the advent of the trolley to the lake.

report that the sea-faring folk were as busy renting extra "roomage"—a new word, by the way, apparently coined at Excelsior—in winter as in summer. The truth is that the present prosperity of the coast-wise people and of the veteran captains of former parallel and competing craft, who have linked their fortunes largely with the traction people, is due to the fact that many former Minneapolisians have become lake dwellers the year round now that Excelsior is only 45 minutes from Sixth street and proportionately less distant from Hopkins.

The street railway company has decided to put St. Paul on an equal footing with Minneapolis in its accessibility to the lake by operating cars direct from the St. Paul downtown loop to Tonka via the Selby-Lake line, which strikes the main line of the Tonka division at Lake street and Hennepin avenue.

With St. Paul pleasure-seekers swelling the thousands from Minneapolis the greatest season in the lake's history seems in prospect.

THESE ARE THE DAYS TO ENJOY LAKE MINNETONKA



THREE GOOD SUGGESTIONS:

Get on the 8:33 a. m. "Excelsior Limited" Car and connect with Steamer "Excelsior" at Excelsior for glorious 40-Mile Tour of Lower and Upper Lakes. All morning on the water for only **25c**
 BACK IN TOWN AT 1:42 P. M.

Get on the 1:03 p. m. "Lake Minnetonka" Car and take same steamer for same trip in afternoon. Back in town at 6:12 p. m.

Get on any Car leaving Hennepin and 6th Street on even hour and make direct connections at Excelsior with ferry for Big Island Park—the finest place in all the West to have a restful picnic or holiday.

P. S.—"The 40-Mile Trip" will be discontinued after Sunday, Sept. 1.
 So "You'll Have to Hurry."

Upper Lake Minnetonka More Easily Accessible
 Minneapolis Tribune (1867-1908); Apr 26, 1908;
 ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
 pg. 48

Upper Lake Minnetonka More Easily Accessible

Charles I. Fuller, the real estate dealer in the Phoenix building, has the following to say about Lake Minnetonka property.

"The recent purchase of the Platt Lyon property at Wildhurst by the Twin City Rapid Transit company, insures rapid and prompt communication to all parts of the upper lake by the boats of the company. The previous route of the boats from Excelsior through "The Narrows" consumed considerable time. Under the new arrangement all parts of the upper lake will be easily accessible and will enhance the values of property very materially. The upper lake is the most picturesque part of Lake Minnetonka, with its numerous islands and woodlands. Most of the beautiful islands have changed hands within the last few years, and with this new arrangement of the boats, they will become as desirable for residences as the main land. Crane Island was sold to a syndicate of Presbyterians, which have already retailed it off and many cottages have been erected. Hodges Island has been sold to another syndicate, but has not yet been placed upon the market. Shady Island has been purchased by C. G. Goodrich, vice president of the Twin City Rapid Transit company. No improvements have as yet been made.

"One of the most attractive location is Casco Point, platted many years ago and called "Spring Park." Hundreds of handsome cottages have been built on the west shore of this division. The peninsula is practically surrounded by water, having Carmen's Bay on the east, and Spring Park Bay on the west.

"At Casco Point proper are the beautiful homes of the Davidsons, Rumseys, Whites, Siedalla, Professor Gross and Dr. Ripley."

Mr. Fuller controls for the Massachusetts Land company some beautiful main lake frontage at Casco Point, facing east towards "The Narrows," and covered with large forest trees. They are easy of access from the Rapid Transit boat landing at Casco Point, only a few minutes walk north along the road bordering the spacious grounds of the Casco club. These lots are being put on the market by Mr. Fuller in sizes to suit purchasers.

RUN OUT ON SUNDAY TO LAKE MINNETONKA

Over Finest Electric Line in All America---Cars Every Thirty Minutes

Lake Minnetonka, with its Clearest Water, Greenest Shores and Beautiful Foliage
is *most beautiful* these fine September days!

Four Delightful Steamboat Trips on New, Fast, Safe, Comfortable Boats

WAYZATA EXPRESS 20c
Round Trip--14 Miles--2 Hours

MINNETONKA BEACH EXPRESS 20c
Round Trip--6 Miles--1 Hour

ZUMBRA-MOUND EXPRESS 20c
Round Trip--15 Miles--2 Hours

SPRING PARK EXPRESS 20c
Round Trip--7 Miles--1 Hour



Take yourself, take your family, take your friends to Lake Minnetonka on Sunday. Only one September Sunday left. Only 25c each way from any part of the city. Information- Telephones: N. W. 2071. T.-S. 3133.

ALL BOAT SERVICE DISCONTINUED FOR SEASON AFTER OCTOBER 15.

Navigation Opens at Lake Minnetonka

Ice Gives Way and Good
 Ship "Mayflower," Makes
 Initial Trip.

With the admiral on the deck, the captain on the bridge, the mate in the fore-castle, the navigator at the log and the helmsman at the wheel, the good ship Mayflower slipped from her dock at Excelsior yesterday morning and, cheered by nearly the entire population of that famous port, steered for the open main

of Lake Minnetonka on her first voyage of the season. The ice went out of the lake on Thursday, under the influence of the gale, and the Mayflower took to her heels for a trial run without waiting for detailed orders.

Last year the lake opened April 10, but this was exceptionally early, as it is said not to be clear until about April 21 or 22, on the average. The Mayflower is a freight boat, the property of the Twin City Rapid Transit company, and plies the lake by fixed charts all through the summer.

Yesterday it cruised only a short distance down the south coast, handling some freight between nearby points, but making no pretensions of starting on an around-the-lake voyage. The regular season for the street railway company's boats on the lake opens May 15.

Motor boats on Lake Minnetonka will hereafter have to comply with rules and regulations just issued by the bureau of navigation which require that fog horns and efficient whistles and bells be a part of the boat equipment, as well as a group of lights, including a green one on the starboard, a red one on the port and a white one forward. Clayton R. Cooley, who is collector of customs at this port, will be expected to see the rules are carried out.

Lake Schedule in Effect Saturday

"Early Bird" Car to Start
 for Tonka at 4:03
 o'Clock A. M.

Old Str. Excelsior and "40-
 Mile Cruise" Are
 No More.

"Shimmering Gems of Sparkling Crystal," "Land of Sylvan Lakes," "Where Nature's Heart Beats Strong," "Summer Alluring Call of the Fields" and "Restful Fields are Cloth of Velvet," "List to the Rural Scenes, the Best Tonic for the Tired" are a few of the choice gems of persuasive advertising that adorn the pages of one of the very latest publications of the Twin City Rapid Transit company.

The publication is a 48-page folder, replete with information regarding Twin City trolley trips, containing 63 illustrations of scenes that woo the tired city worker, 12 charts, a large colored panoramic map of the entire street railway system and a cover design that wins a second look. Its compilation is the work of A. W. Warnock, general passenger agent of the company, and there are those who say that, in all-around quality, descriptive matter, variety of information and helpful maps and schedules, it surpasses any previous effort of Mr. Warnock's.

Two other folders are put out at the same time, both Warnock productions. One tells the stranger and the untraveled resident how to see the Twin Cities, and is complete with all necessary information. The other discourses on the beauties of Big Island park, Lake Minnetonka, and of other "joys and charms" of the lake. It tells how to get to the park, what to do there and how to get back home.

The summer schedule for Minnetonka service goes into effect next Saturday. The first car to Excelsior will leave Sixth street and Hennepin avenue at 4:03 a. m., daily, and will be known as "The Early Bird." The next car will leave at 6:03 a. m., and cars will follow every 30 minutes up to 7:03 p. m. Later cars will leave at 8:03, 9:03 and 11:03 p. m.

For Tonka Bay the first car will leave at 6:03 a. m., and there will be cars every 30 minutes after that until 10:03 p. m. The last car will leave at 11:03 p. m.

For Deephaven the morning leaving schedules read 6:58, 7:58, 9:58 and 11:58, while the afternoon schedules are 1:58, 3:58, 4:58 and 5:58.

Express boats of the lower lake division will leave Excelsior for Wayzata and way ports at 6:15 a. m. and every hour thereafter up to 6:15 p. m. They will leave Excelsior for Minnetonka Beach at 6:45 a. m. and every hour after that until 6:45 p. m.

For the upper lake, express boats will leave Wildhurst for Spring Park at 7 a. m. and every hour from that on up to 7 p. m. Boats will leave Wildhurst for Zumbra Heights at even hours from 7 a. m. to 7 p. m.

The steamer Excelsior, which is about 12 years old, and the oldest large boat on the lake, will be put out of commission, and the "40-mile cruise" will be abandoned, as the express boats are said to have proved so popular as to supply the demand.

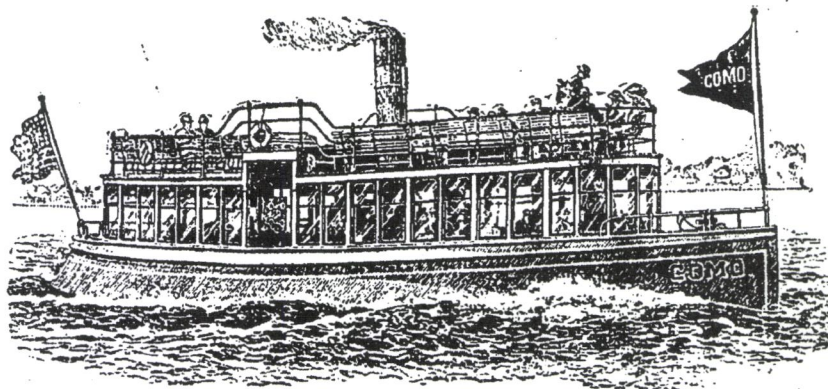
Big Island park will be devoted to picnics and outings, and no bands or big entertainment featured will be provided there. The park will open on Saturday, May 29. Tonka Bay hotel will open June 12.

Delightful Trips

On Lake Minnetonka

Entertaining---Restful---Inexpensive

TO ENJOY these glorious Summer mornings or afternoons, "Trolley Out" to Lake Minnetonka (either to Excelsior, Wildhurst or Deephaven), get aboard the first "Express" Boat you find (all routes are charming) and you will experience a Lake Trip that you will remember. Fast, safe, comfortable Boats, picturesque and varied scenery, and all at small cost, will combine to make your little voyages memorable.



ONE OF THE LAKE MINNETONKA "EXPRESS" BOATS.

The "Twin City Expresses" are absolutely unique. They offer the pleasantest Twentieth Century way of trailing the Lake's shores and enjoying its more secluded charms. They embody the best and latest ideas for comfort, safety, speed and beauty. They are named after cities and resorts on "Twin City Lines"—Como, Harriet, Hopkins, Minnehaha, Stillwater, White Bear.

They are each 70 feet long and 14 feet beam, have torpedo sterns and are equipped with the finest machinery, insuring a speed of 12 to 15 miles an hour.

There are four "Express" routes with the round trips varying from one to two hours, and each has its own attractions.

These are just the trips for the visitor who "wants to see it all"—both "Lower" and "Upper" Lakes—their picturesque bays and indented shores—their beautiful islands and channels—their interesting hotel, cottage and camp colonies—their entrancing vistas of cool water everywhere! Just the trips for the party, large or small, out to enjoy the day!

The fare between any two points on the same route is 10 cents. Thus, you can make a one or two-hour round trip from Excelsior or Wildhurst, according to the route you select for 20 cents.

What Electric Trains to Take From Minneapolis to Connect With Boats

Excelsior—Big Island Park Ferry. Round Trip—4 Miles—45 Minutes—10 Cts.
 Leave Minneapolis at 9:03 a. m. and every hour to 7:03 p. m. Sundays, 9:03 a. m. to 6:03 p. m. Trains connect with "Ferry" at Excelsior Dock Station.

Excelsior—Beach Express. Round Trip—6 Miles—1 Hour—20 Cents.
 Leave Minneapolis at 9:03 a. m. and every hour to 6:03 p. m. Sundays, 9:03 a. m. to 6:03 p. m. Trains connect with "Express" at Excelsior Dock Station.

Excelsior—Wayzata Express. Round Trip—14 Miles—2 Hours—20 Cents.
 Leave Minneapolis at 9:03 a. m. and every hour to 6:03 p. m. Sundays, 9:03 a. m. to 6:03 p. m. Trains connect with "Express" at Excelsior Dock Station.

Wildhurst—Spring Park Express. Round Trip—7 Miles—1 Hour—20 Cents.
 Wildhurst—Zumbra Express. Round Trip—10 Miles—1 Hour—20 Cents.

Take only Trains marked "Lake Minnetonka" to Wildhurst.
 Leave Minneapolis at 9:03 a. m. and every hour to 6:03 p. m. Sundays, 9:03 a. m. to 6:03 p. m. Trains connect with "Expresses" for Spring Park and Zumbra at Wildhurst.



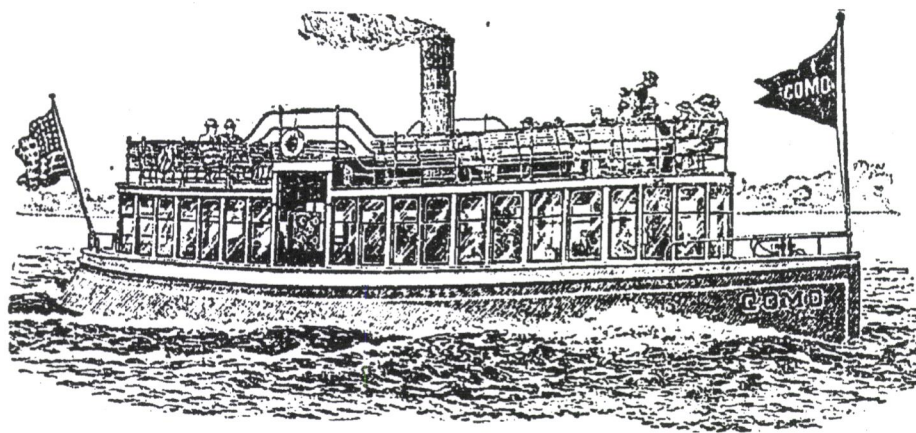
MINNEAPOLIS INFORMATION TELEPHONES—N. W. Main 4580-2071—T. S. 3133-3134.

These Are the Days to Enjoy Boat Trips on Lake Minnetonka

Restful—Entertaining—Inexpensive—Delightful.

LISTEN to the Lure of the Lake these glorious Summer mornings or afternoons—close your desk, forget your work for a while, leave Care behind and "Trolley Out" to Lake Minnetonka (either to Excelsior, Wildhurst or Deephaven) over the most picturesque route you'll find in all the land. The Electric Train Trip itself is a restful recreation.

When you reach the lake, get aboard the first "Express" Boat you find (all routes are charming), and you will experience a Lake Trip that you will remember. Fast, safe, comfortable Boats, picturesque and varied scenery, and all at small cost, will combine to make your little voyages memorable.



ONE OF THE SIX FAST LAKE MINNETONKA "EXPRESS" BOATS.

These "Express" Boats embody the best and latest ideas for comfort, safety, speed and beauty, and are absolutely unique in every way. They offer the pleasantest way of trailing the Lake's shores and enjoying its more secluded charms.

There are four "Express" routes with the round trips varying from one to two hours, and each has its own attractions.

These are just the trips for the visitor who "wants to see it all"—both "Lower" and "Upper" Lakes—their picturesque bays and indented shores—their beautiful islands and channels—their interesting hotel, cottage and camp colonies—their entrancing vistas of cool water everywhere! Just the trip for the party, large or small, out to enjoy the day!

The fare between any two points on the same route is 10 cents. Thus, you can make a one or two-hour round trip from Excelsior or Wildhurst, according to the route you select, for 20 cents. No Smoke—The Boats Burn Smokeless Coal!

Electric Trains to Take from Minneapolis to Connect with Boats "LOWER LAKE" BOATS

Excelsior—Beach Express

Round Trip—6 Miles—1 Hour—20 Cents.
 Leave Minneapolis at 6:03 a. m. and every hour to 6:03 p. m. Sundays, 8:03 a. m. to 8:03 p. m. Trains connect with "Express" at Excelsior Dock Station.

Excelsior—Wayzata Express

Round Trip—11 Miles—2 Hours—20 Cents.
 Leave Minneapolis at 6:03 a. m. and every hour to 6:03 p. m. Sundays, 7:03 a. m. to 8:03 p. m. Trains connect with "Express" at Excelsior Dock Station.



"UPPER LAKE" BOATS

Take only Trains marked "Lake Minnetonka" to Wildhurst.

Wildhurst—Spring Park Express

Round Trip—7 Miles—1 Hour—20 Cents.

Wildhurst—Zumbra Express

Round Trip—10 Miles—1 Hour—20 Cents.

Leave Minneapolis at 6:03 a. m. and every hour to 6:03 p. m. Sundays, 7:03 a. m. to 8:03 p. m. Trains connect with "Expresses" for Spring Park and Zumbra at Wildhurst.

MINNEAPOLIS INFORMATION. TELEPHONES—N. W. MAIN 2071 OR 4580—T. S. 3133 OR 3134.

HANDSOME MAP FOLDERS FREE FOR THE ASKING AT 17 N. 6th ST.

Display Ad 8 -- No Title

Minneapolis Morning Tribune (1909-1922); May 27, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 10

Lake Minnetonka

*"The Most Beautiful
Lake in all the
Wide, Wide, World"*

Best Electric Train Service to Lake and Best "Express Boat" Service on Lake ever offered.

How to Get There

FROM MINNEAPOLIS—Take an Electric Train at Ticket Office and Waiting Room, 17 North 6th St. Fare—From Minneapolis, 25 cents each way, or 20 cents with transfer from any Minneapolis local line.

FROM ST. PAUL—Take a "Selby-Lake" car and transfer to Train for Lake Minnetonka at Hennepin Ave., Minneapolis. Or, take a "Como-Harriet," "Como-Hopkins," "Minneapolis-St. Paul," or "Snelling-Minne-haha" car and transfer to train for **Lake Minnetonka** at 6th St., Minneapolis. Fare—From St. Paul, 30 cents each way, or 25 cents with transfer from any St. Paul local line.

Famous Boat Fleet

The Fast, Clean Electric Train Trip from the Twin Cities to Lake Minnetonka is through a Meadow, Lake and Hill country of surpassing charm—"The Line of Greenery and Scenery."

Six fast Express propellers furnish rapid transit between Electric Train terminals on the lake shore (Excelsior, Wildhurst, Tonka Bay and Deephaven) and all principal points on "Upper" as well as "Lower" Lake Minnetonka every hour, from early morning until evening, with clock-like regularity. These Twentieth Century craft embody the best and latest ideas for comfort, safety, speed and beauty.



Interesting Boat Route

The route of the Express Boats this year extends from Zumbra Heights, down the "Upper" Lake and "The Narrows" into the "Lower" Lake, and thence from Excelsior along the South Shore to Wayzata, a distance of over 21 miles—one long interesting Tourist Trip which will delight you. With the system of cheap fares (10 tickets for \$1) passengers are enabled to make the entire round trip of the Lake on a fast through Boat, nearly 43 miles, in 5½ hours, at a cost of 50 cents.

Reasonable Boat Fares

A 10-Ride Boat Ticket for \$1.00 is on sale at Minneapolis and Excelsior Dock Station Ticket Offices. This ticket is issued in the form of 10 coupons. Purchasers can thus give coupons to members of their families or friends. There is no reason why patrons should pay cash fares, which are 25 cents for each single fare paid. Purasers do not sell the "10 for \$1" tickets and patrons are cautioned to provide themselves with these cheap tickets and avoid paying single cash fares of 25 cents for each fare collected.

Between any two places on the "Upper" Lake one fare is collected. Between any two places on the "Lower" Lake one fare is collected. Thus a passenger may travel from Zumbra Heights to Narrows, or from Narrows to Wayzata, for one fare (cost 10 cents, if "10 for \$1" tickets are used, and 25 cents if cash fare is paid.)

Between any place on "Upper" Lake and any place on "Lower" Lake two fares are collected. Thus it costs a passenger 20 cents to travel from Zumbra to Wayzata on a through boat if "10 for \$1" tickets are used, or 50 cents if two cash fares are paid. The nearest point between which two fares are collected are Casco and Minnetonka Beach, the farthest points Zumbra and Wayzata. "Narrows" is the dividing line between collection of "Upper" and "Lower" Lake fares and is a regular boat landing.

Patrons are invited to Telephone or Write for any further information as to Train or Boat Service of "Twin City Lines," to make reasonable complaints, or offer helpful criticisms, and are assured the same will receive prompt, courteous, careful attention.

A. W. Warnock, General Passenger Agent, "Twin City Lines."

N. W. Phones—Minneapolis, Main 4580 or 2071—St. Paul, Cedar 1616. T. S. Phones—Minneapolis, Center 3134 or 3133.

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Wornout Excursion Boat to Be Burned on Tonka
Minneapolis Morning Tribune (1909-1922); Aug. 3, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 8

Wornout Excursion Boat to Be Burned on Tonka

"Excelsior," Last of the Old
Stern Wheelers, Will Be De-
stroyed in the Water.

Tar, Pitch and Red Lights to
Add to Spectacular Blaze,
August 12.

Stripped of its engines and rigging
and covered with tar, pitch and red
lights, the "Excelsior," the last of the
old type of excursion boats on Lake
Minnetonka will come to its end in
spectacular surroundings Aug. 12.

The Twin City Rapid Transit com-
pany put the boat out of commission
last spring and a few weeks ago decid-
ed upon this way of disposing of it. A
similar event took place when the old
steamboat Hattie was destroyed at
Lake Calhoun about 20 years ago.

The "Excelsior" was built 10 years
ago and for some time was known as
the steamboat George. It was bought
by the Twin City Rapid Transit com-
pany about two years ago when the sys-
tem of express boats across Minnetonka
was established. Last summer it was
used as an excursion boat but this
spring it was declared too worn and out
of date to be used for that purpose and
was condemned. It is the last of the
old "stern wheelers" on the lake.

The "Excelsior" will be burned
north of the Big island some distance
from the shore. The hull that is left
below the water line will be dragged
away after the fire to prevent its in-
terfering with navigation.

Boat Is Burned on Lake
Minneapolis Morning Tribune (1909-1922); Aug. 13, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

Boat Is Burned on Lake

Design, Not Accident, Leads to De-
struction of Good Ship
Excelsior.

As a climax to an evening of spec-
tacular fireworks, the Excelsior, the
last of the old sternwheel excursion
boats on Lake Minnetonka, was burned
last night north of Big island before a
crowd said to number 5,000 people.

The burning of the boat has been
looked forward to as one of the events
at Big Island park this season, and a
long string of special cars was brought
into service to accommodate the
throngs that went from Minneapolis to
see the spectacle.

For some time before the steamer
was lighted fireworks were shot up
from it for the benefit of the large
audience on the shore. The boat had
been stripped of its engines and other
equipment and then generously
smeared over with tar, so there was
nothing to interfere with the flames
that shot high in the air until they
had fallen to the water's edge. The
hull of the boat will be removed from
the lake to prevent its endangering
other boats.

The Excelsior became the property
of the Twin City Rapid Transit com-
pany about two years ago when it was
purchased to make up a part of the
system of express boats to run on the
lake. It had been built 10 years and
for the greater part of that time it
was known as the steamboat George.
It was taken from the number of regu-
lar express boats last summer and used
as an excursion boat for the season.
This year it was condemned for all
purposes, and plans for the burning
followed. With its destruction the
last of the old-time "sternwheelers"
has disappeared from the lake.

ETW 8-21-1909

BURN OLD STEAMER TO ATTRACT EXTRA BUSI- NESS

On August 12, the Twin City Rapid Transit Company, of
Minneapolis, Minn., gave a unique spectacle on Lake Minne-
tonka, which, by the way, was the source of considerable extra
business to the company. The originator of the scheme was
the company's resourceful general passenger agent, Mr. A. W.
Warnock. The "Excelsior," the last of the old sternwheel
excursion boats on the lake, which the company bought sev-
eral years ago to make a part of the system of express boats,
but which had outlived its usefulness, was burned before a
large crowd. The result was perfectly satisfactory and proved
to be one of the gala evenings of the summer at the lake.
Some time before the steamer was set afire, fireworks were
shot up for the benefit of the large audience on shore. The
boat had been stripped of its engines and other equipment,
and then generously smeared over with tar. The hull of
the boat will be removed from the lake to prevent its en-
dangering other boats.

Display Ad 10 — No Title

Minneapolis Morning Tribune (1909-1922); Aug 9, 1909;

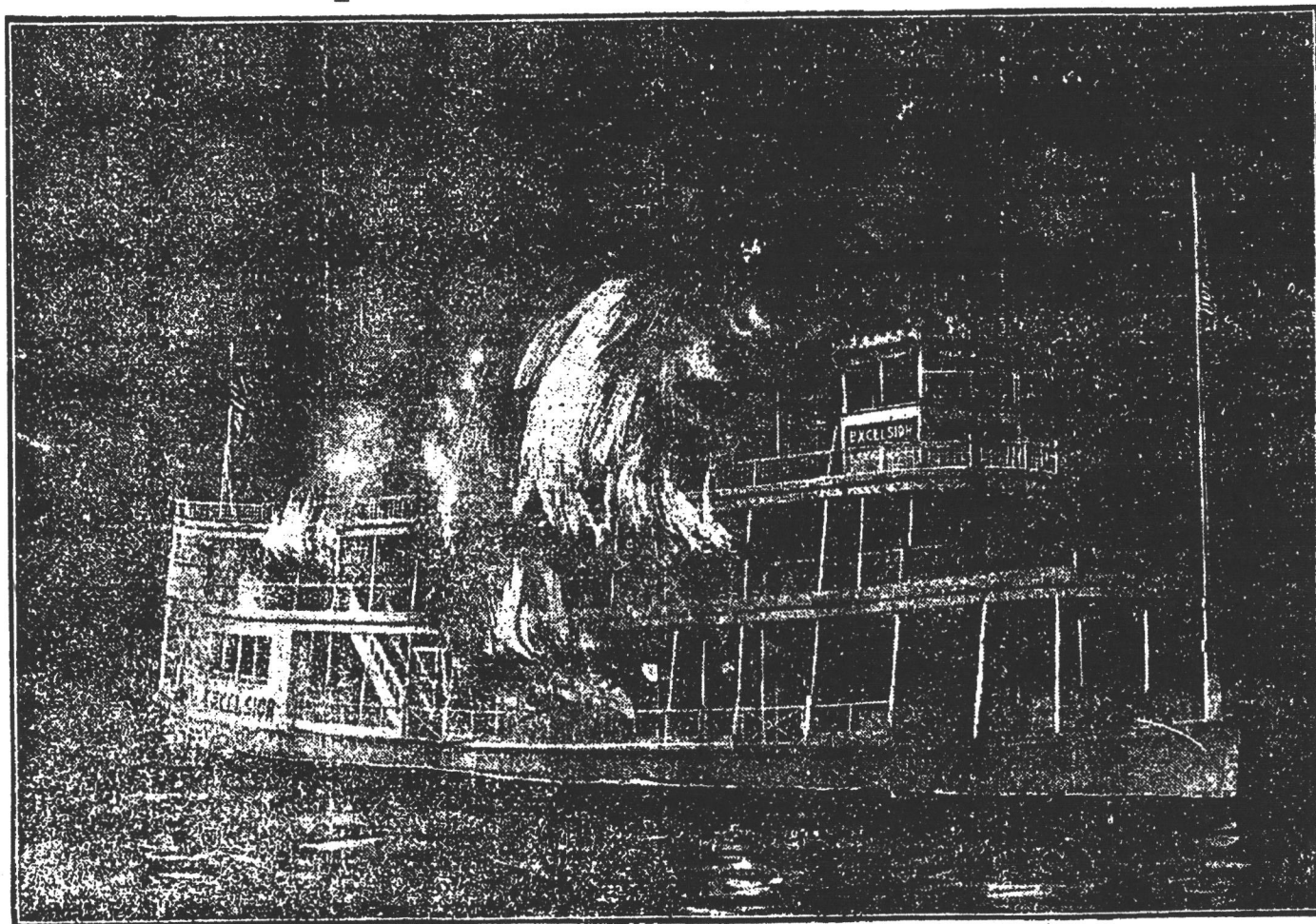
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)

pg. 2

Big Boat "Burning"

Off Big Island Park, Lake Minnetonka.

At 9 p. m. Thursday, August 12.



The "Fire Fiend" Finishing the "Excelsior."

THE BIG BOAT "Excelsior," which has been put out of commission on Lake Minnetonka, will be set on fire on the evening of August 12. It will make a big blaze, and the sight of "a ship on fire at sea" will be worth the trip to the Park.

ELECTRIC TRAINS will leave Minneapolis on August 12 every half-hour up to and including 7:30 p. m., and there will be plenty of Trains and Boats. It isn't every day you can see a big boat go up in flames and smoke!

Round Trip, Minneapolis to Big Island Park and Return, 50 cents.

"Men, from Place to Place Shall Fly, in the Twinkling of an Eye."—*Mother Shipton's Prophecy, 1550.*

TWIN
CITY
LINES

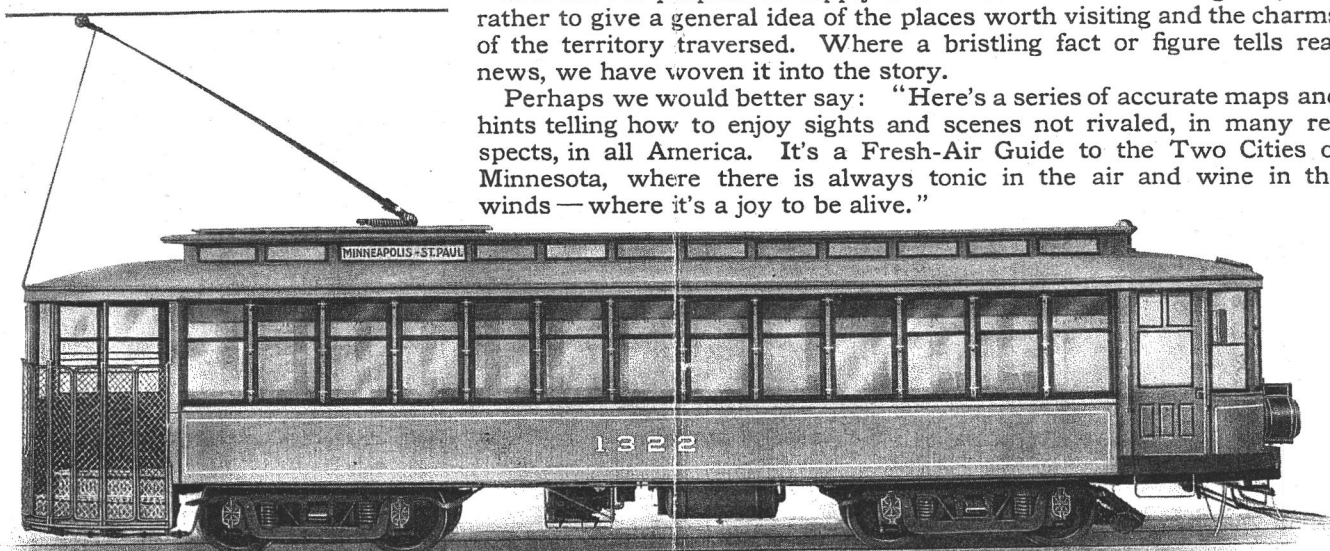
To the Visitor in the Twin Cities

TWIN
CITY
LINES

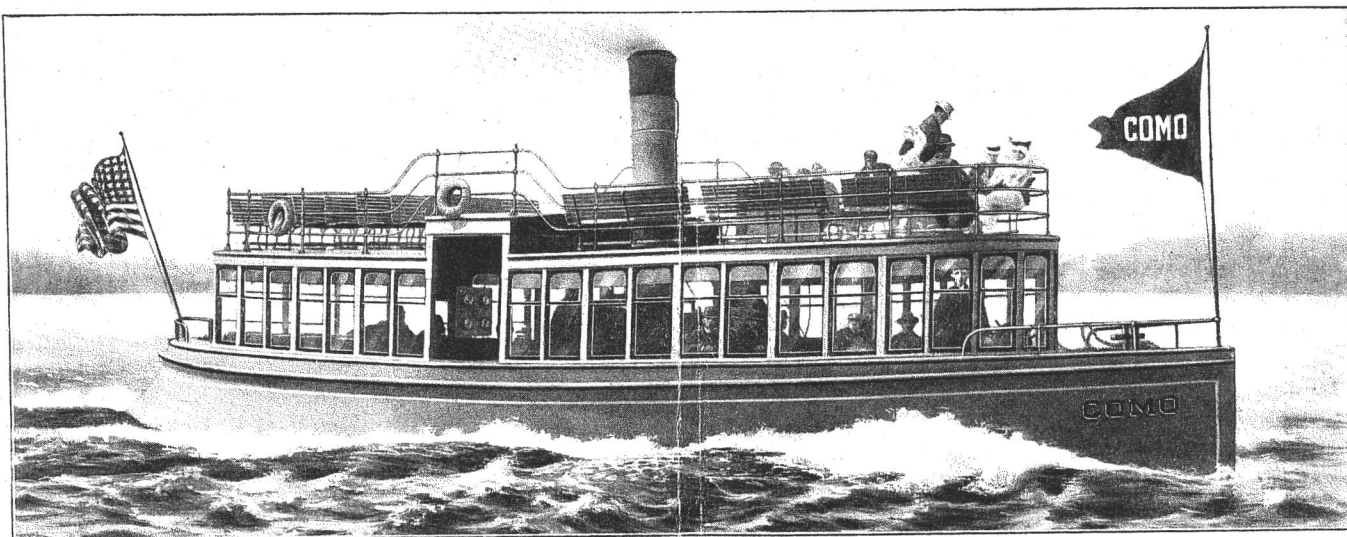
This folder has been compiled for your special benefit.
It will tell you how to see the many beautiful and interesting places in and around St. Paul and Minneapolis most comfortably, quickly, and inexpensively.
Where to go? How to go? How much will it cost? You'll find it all told herein.

It is not our purpose to supply a wearisome manual of figures, but rather to give a general idea of the places worth visiting and the charms of the territory traversed. Where a bristling fact or figure tells real news, we have woven it into the story.

Perhaps we would better say: "Here's a series of accurate maps and hints telling how to enjoy sights and scenes not rivaled, in many respects, in all America. It's a Fresh-Air Guide to the Two Cities of Minnesota, where there is always tonic in the air and wine in the winds — where it's a joy to be alive."



STANDARD ELECTRIC CAR — "TWIN CITY LINES" — THE LAST WORD IN CARBUILDING



ONE OF THE SIX LAKE MINNETONKA EXPRESS BOATS — "TWIN CITY LINES" — IN A CLASS BY THEMSELVES

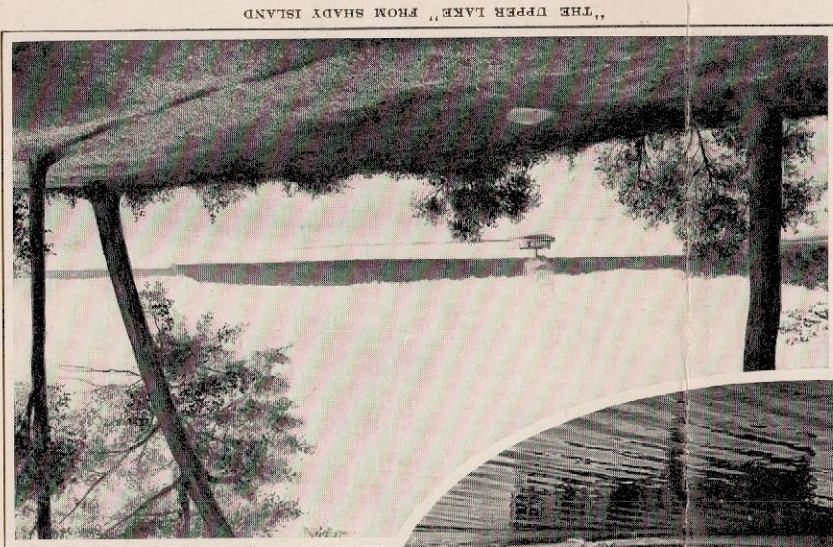
FAST LAKE MINNETONKA EXPRESS BOAT SERVICE

‡Connects with Deephaven Trains.

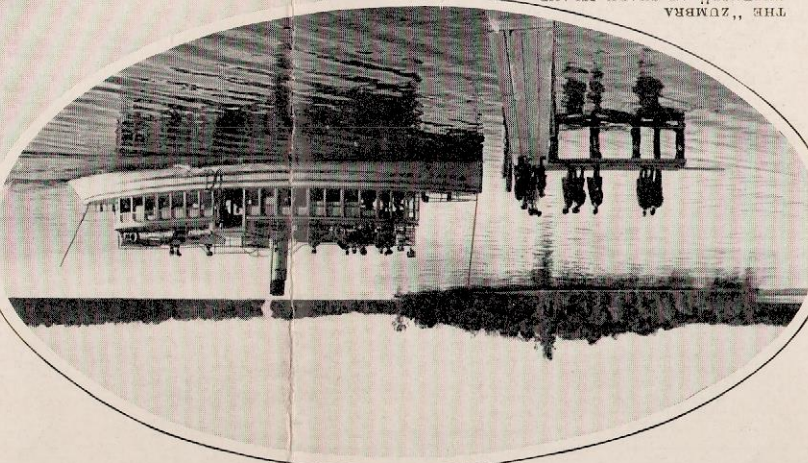
Connects with Deephaven Trains.		WEEKDAYS										EXCELSIOR, DEEPAVEN AND WAYZATA — LOWER LAKE DIVISION										SUNDAYS									
MILES		2		1		2		1		2		1		2		1		2		1		2		1		2					
Leave	Excelsior	.00	6:43	6:30	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	.....	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.				
"	Meadville	.46	6:51	6:38	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	.....	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15			
"	Fairview	1.41	6:56	6:38	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	.....	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18			
"	Linwood	1.95	7:00	6:42	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	.....	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27			
"	Cottagewood	3.52	.....	6:53	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	.....	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38			
"	Deeplaven	3.99	.....	7:00	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	.....	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45			
"	Breezy Point	6.06	.....	7:13	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	.....	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58			
Arrive	Wayzata	7.16	.....	7:20	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	.....	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05			
Leave	Wayzata	.00	.....	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	.....	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20			
"	Breezy Point	1.10	.....	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	.....	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27			
"	Deeplaven	3.17	.....	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	.....	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45			
"	Cottagewood	3.64	.....	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	.....	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49			
"	Linwood	5.21	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	.....	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58			
"	Fairview	5.75	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	.....	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03			
"	Meadville	6.70	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06	.....	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06			
Arrive	Excelsior	7.16	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	.....	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10			
EXCELSIOR AND MINNETONKA BEACH — LOWER LAKE DIVISION																															
MILES		3		3		3		3		3		3		3		3		3		3		3		3		3					
Leave	Excelsior	.00	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	.....	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.				
"	Tonka Bay	1.10	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	.....	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45				
"	Wheeler's	1.85	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	.....	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53				
"	Arcola	2.72	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	.....	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01				
Arrive	Minnetonka Beach	3.22	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	.....	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03				
Leave	Interlachen	.00	7:10	.....	.....	10:10	.....	.....	.....	.....	2:10	.....	.....	6:10	.....	.....	.....	10:10	.....	.....	.....	.....	.....	.....	.....	.....	7:10				
"	Minnetonka Beach	.00	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	.....	.....	10:15	.....	.....	.....	.....	.....	.....	.....	.....	7:15				
"	Arcola	.50	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	.....	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15				
"	Wheeler's	1.37	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	.....	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18				
"	Tonka Bay	2.12	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	.....	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22				
Arrive	Excelsior	3.22	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	.....	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37				
WILDHURST AND SPRING PARK — UPPER LAKE DIVISION																															
MILES		4		5		4		5		4		5		4		5		4		5		4		5		4					
Leave	Wildhurst	.00	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	.....	Ar. Excelsior 8:20 pm.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.				
"	Casco	.75	7:03	8:03	9:03	10:03	11:03	12:03	12:52	1:52	2:52	3:52	4:52	5:52	6:52	.....	.....	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03			
"	Isle View	1.88	7:09	8:09	9:09	10:09	11:09	12:09	12:58	1:58	2:58	3:58	4:58	5:58	6:58	.....	.....	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09			
Arrive	Spring Park	2.78	7:14	8:14	9:14	10:14	11:14	12:14	1:03	2:03	3:03	4:03	5:03	6:03	7:03	.....	.....	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14			
Arrive	Woolnough's	3.38	7:19	8:19	9:19	10:19	11:19	12:19	1:08	2:08	3:08	4:08	5:08	6:08	7:08	.....	.....	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19			
Leave	Woolnough's	.00	6:42	7:42	8:42	9:42	10:42	11:42	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	.....	Ar. Excelsior 8:20 pm.	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24			
"	Spring Park	.60	6:47	7:47	8:47	9:47	10:47	11:47	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	.....	.....	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42			
"	Isle View	1.50	6:52	7:52	8:52	9:52	10:52	11:52	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	.....	.....	8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47			
"	Casco	2.63	6:57	7:57	8:57	9:57	10:57	11:57	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	.....	.....	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52			
Arrive	Wildhurst	3.38	7:03	8:03	9:03	10:03	11:03	12:03	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:52	.....	.....	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57			
WILDHURST AND ZUMBRA HEIGHTS — UPPER LAKE DIVISION																															
MILES		5		4		5		4		5		4		5		4		5		4		5		4		5					
Leave	Wildhurst	.00	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	.....	Ar. Excelsior 8:20 pm.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.				
"	Birch Bluff	1.00	7:03	8:03	9:03	10:03	11:03	12:03	1:03	1:52	2:52	3:52	4:52	5:52	6:52	.....	.....	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03			
"	Edgewood	1.50	7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:02	3:02	4:02	5:02	6:02	7:02	.....	.....	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13			
"	Shady Island	2.20	7:17	8:17	9:17	10:17	11:17	12:17	1:17	.....	3:06	4:06	5:06	6:06	7:06	.....	.....	8:17	9:17	.....	11:17	12:17	.....	2:17	3:17	.....	5:17	.....			
"	Woodside	3.08	7:20	8:20	9:20	10:20	11:20	12:20	1:20	.....	3:09	4:09	5:09	6:09	7:09	.....	.....	8:20	9:20	.....	11:20	12:20	.....	2:20	3:20	.....	5:20	.....			
Arrive	Zumbra Heights	4.48	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:17	3:17	4:17	5:17	6:17	7:17	.....	.....	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28			
Arrive	Crane Island	5.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8:32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Leave	Crane Island	.00	6:34	7:34	8:34	9:34	10:34	11:34	12:34	.....	2:27	3:27	4:27	5:27	6:27	7:27	.....	Ar. Excelsior 8:20 pm.	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34			
"	Zumbra Heights	.63	6:38	7:38	8:38	9:38	10:38	11:38	12:38	.....	2:27	3:27	4:27	5:27	6:27	7:27	.....	.....	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38			
"	Woodside	2.03	6:46	7:46	8:46	9:46	10:46	11:46	12:46	.....	2:35	3:35	4:35	5:35	6:35	7:35	.....	.....	8:46	9:46	10:46	1									

Boats stop at any of the above Docks to receive or discharge passengers, only on signal.

* Indicates Private Dock, at which Picnic Parties and the Public generally are not permitted to land.

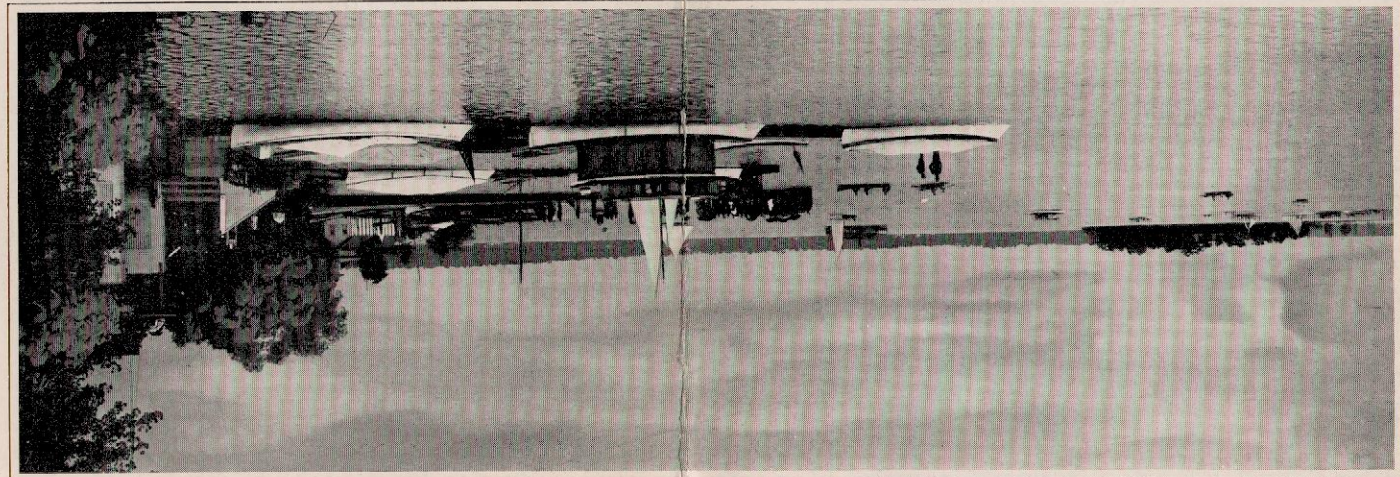


"THE UPPER LAKE" FROM SHADY ISLAND



"ZUMBRA" AT SHADY ISLAND

The fare on these Expresses between any 2 points on the same day is a good idea of the pleasure you will get. You will enjoy making all 4 trips. The fare on these Expresses between any 2 points on the same day is a good idea of the pleasure you will get. You will enjoy making all 4 trips. The fare on these Expresses between any 2 points on the same day is a good idea of the pleasure you will get. You will enjoy making all 4 trips.



WATCHING A YACHT RACE FROM THE DOCKS AT TONKA BAY

THE TWIN CITIES' SHINING SHOWPLACE!



"THE LOWER LAKE" FROM DEEPHAVEN. YACHT CLUB ON RIGHT, BIG ISLAND PARK IN DISTANCE

Big Island Park for Picnics

Big Island Park, 65 acres in extent, lies in the large part of "Lower" Lake Minnetonka, 2 miles distant from Excelsior, and is reached by a delightful little voyage on the Ferries running at frequent intervals. The Park abounds in beautifully wooded heights, shady, sylvan dales, rolling lawns, grand old trees, inviting nooks, and picturesque ravines, all forming an ideal retreat for those who love the pleasures of a good old fashioned family or party picnic with all the modern comforts one could ask. It is not only a park beautiful in nature and a charming resort to welcome the tired, when the city's heat and noise is wearisome, but it offers just enough entertainment features to make one's holiday merry. Rest, relaxation, and recreation can here best be found. A feature of the Park is several well-furnished picnic kitchens, provided with ice and with heated stoves on which picnickers may make coffee and warm their lunches free of cost. There are also varied amusement features, furnishing pleasant and inexpensive recreation.

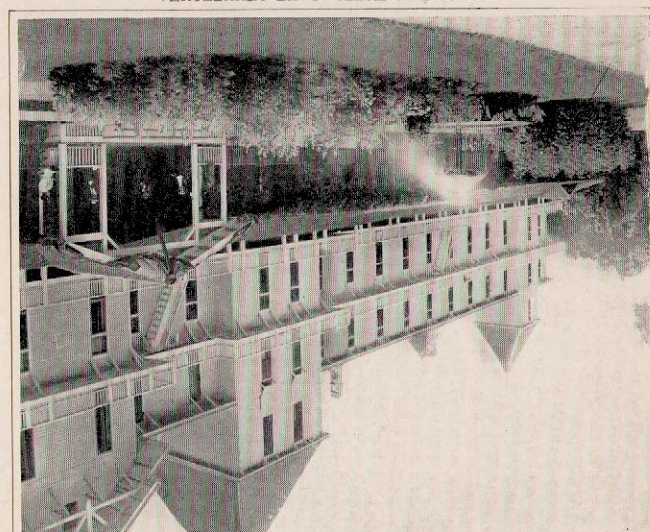


SPECIAL EXCURSION STEAMER "PURITAN"—"TWIN CITY LINES"

The "Lake Season"—May 15th to October 15th. The "Season" at Lake Minnetonka, meaning by that, when the full Electric Train Service from the Twin Cities is in effect as well as the complete Steamboat Schedules, begins May 15th and ends October 15th. Big Island Park and Tonka Bay Hotel are open until September. Every day is a good day to visit the Lake and there is always something "going on" to entertain and please the tourist. The quick, pleasant, inexpensive way to trail Minnetonka's shores, see its beautiful cottages, and get aboard an Express Boat of "Twin City Lines," which operates a fleet of 12 Express, Excursion, and Ferry boats on the Lake that is absolutely unique in the United States. The 6 fast Express propellers furnish rapid communication between Electric Train terminals on the Lake shore and all principal points on "Upper" as well as "Lower" Lake Minnetonka at frequent intervals with clock-like regularity. These Twentieth Century craft embody the best and latest ideas for comfort, convenience, safety, speed, and beauty. Every detail of their construction was considered to make them absolutely seaworthy and comfortable, as well as speedy. They are named after cities and resorts on "Twin City Lines."

The Famous Boat Fleet

The quick, pleasant, inexpensive way to trail Minnetonka's shores, see its beautiful cottages, and get aboard an Express Boat of "Twin City Lines," which operates a fleet of 12 Express, Excursion, and Ferry boats on the Lake that is absolutely unique in the United States.



TONKA BAY HOTEL, LAKE MINNETONKA

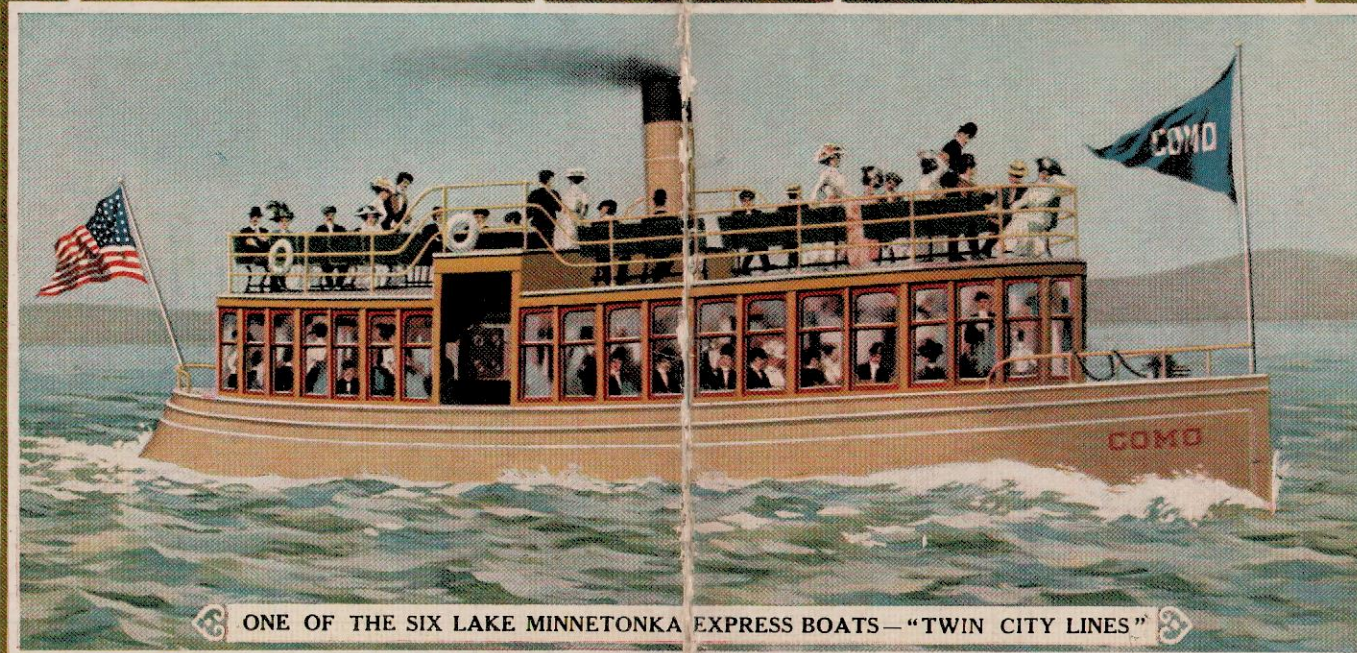
Cottage life, hotel life, the joys of life close to nature, the luxuries of life in palatial villas—it is all in this paradise of resorts. You'll never forget Lake Minnetonka, once you visit and know it.



BEAUTIFUL BIG ISLAND PARK

BEAUTIFUL LAKE MINNETONKA

BEAUTIFUL LAKE MINNETONKA



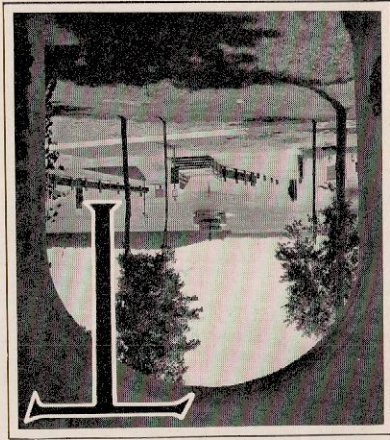
ONE OF THE SIX LAKE MINNETONKA EXPRESS BOATS—"TWIN CITY LINES"

MINNESOTA'S FAMOUS RESORT NEAR THE TWIN CITIES

REACHED BEST from TWIN CITIES by FAST, CLEAN ELECTRIC "TWIN CITY LINES"



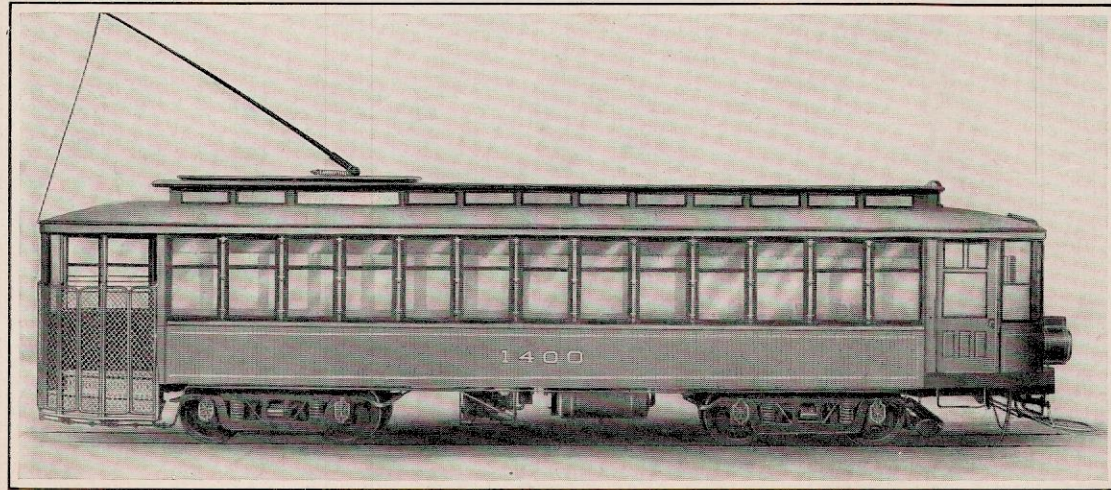
ARK the "Twin City" Electric Line, out to Lake Minnetonka, when you are visiting the Twin Cities, as this is a great scenic trip you will enjoy. Minnetonka is not only Lake's most beautiful Lake—it is one of America's most sparkling and brilliant gems. Its splendid proportions, its picturesque shores make this sheet of water worthy of the world's praise. Travel never see any more charming. Generally speaking, Lake Minnetonka is 90 miles long and 4 miles wide, with a charmingly irregular shoreline of over 100 miles. Its channels, islands, and bays are continually revealing new vistas of dancing waters, and its shores are dotted with handsome summer homes, hotels, and steamboats. Lake is alive with sailboats, launches, and club houses. The all adding life and color to the beautiful scene.



Lake Minnetonka—You Must See It

HOW TO GO TO LAKE MINNETONKA FROM TWIN CITIES

NORTH, SOUTH, EAST OR WEST, THERE'S NO ELECTRIC TRIP LIKE THIS



A LAKE MINNETONKA ELECTRIC TRAIN. LENGTH 46 FEET, SEATS 50 PASSENGERS. HORSE POWER 300, SPEED "A MILE A MINUTE"

From Minneapolis to Lake Minnetonka

Take an Electric Train at Ticket Office and Waiting Room, 17 North 6th St.
Distance—Minneapolis to Deephaven, 17 miles—to Excelsior, 18 miles—to Tonka Bay, 21 miles.
Time—From Minneapolis, less than one hour.
Fare—From Minneapolis, 25 cents each way, or 20 cents with transfer from any local line.

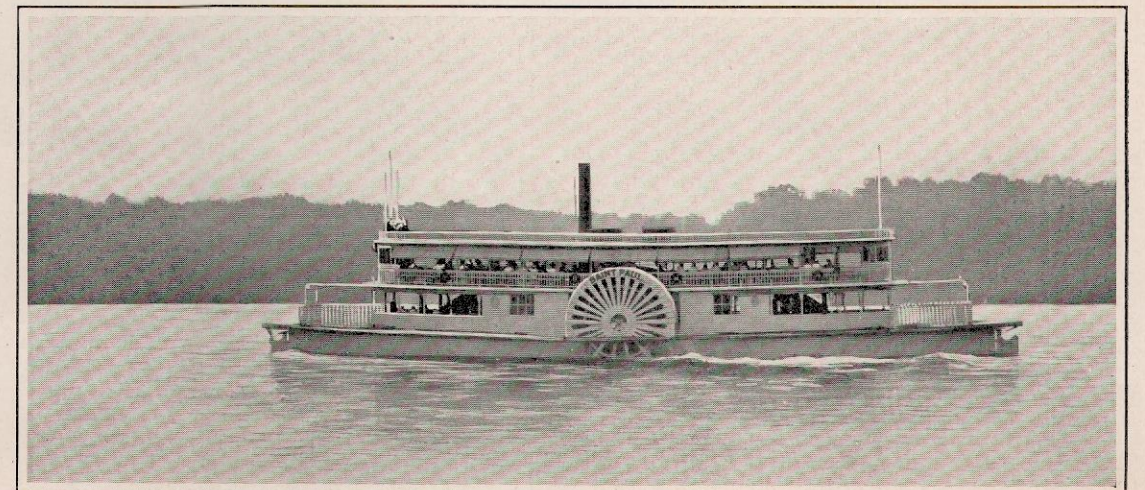
From Minneapolis, one line goes to Deephaven and one to Excelsior and Tonka Bay. The service is fast and frequent and both lines follow picturesque routes, through a Meadow, Lake, and Hill country of surpassing charm. They are "The Lines of Greenery and Scenery."
The Electric Trains represent the last word in modern Car-Building and are comfortable and fast. Altogether, the run out from the Twin Cities to Lake Minnetonka is one of the most restful, entertaining, and delightful Electric Trips you will find in all the world.
Three comfortable, safe, Ferry Boats perform a "Shuttle" service between Excelsior and Big Island Park, the Lake's delightful picnic and "Good Time Resort."
Round Trip, Excelsior to Big Island Park and return, including admission to Park, 10 cents. Passengers from the Twin Cities are given Free Transfers to the Ferries for Big Island Park.

From St. Paul to Lake Minnetonka

Take a "Selby-Lake" Car and transfer to Train for Lake Minnetonka at Hennepin Ave., Minneapolis, or take a "Como-Harriet," "Como-Hopkins," "Minneapolis & St. Paul," or "Snelling-Minnehaha" Car and transfer to Train for Lake Minnetonka at 6th St., Minneapolis.
Fare—From St. Paul, 30 cents each way, or 25 cents with transfer from any local line.

For Any Further Lake Minnetonka Information

Or for rates for Picnics or Special Boat Excursions, please telephone, call on, or write to General Passenger Agent, "Twin City Lines," Hennepin Ave. and 11th St., Minneapolis.
Telephones—Minneapolis, N. W. 4580 Main. St. Paul, N. W. 2616 Cedar.
L. S. CAIRNS, General Superintendent. A. W. WARNOCK, General Passenger Agent.



THE 3 DOUBLE-END FERRIES, MINNEAPOLIS, SAINT PAUL, AND MINNETONKA, ARE EACH 142 FEET LONG AND 39 FEET BEAM. CAPACITY EACH, 800 PASSENGERS

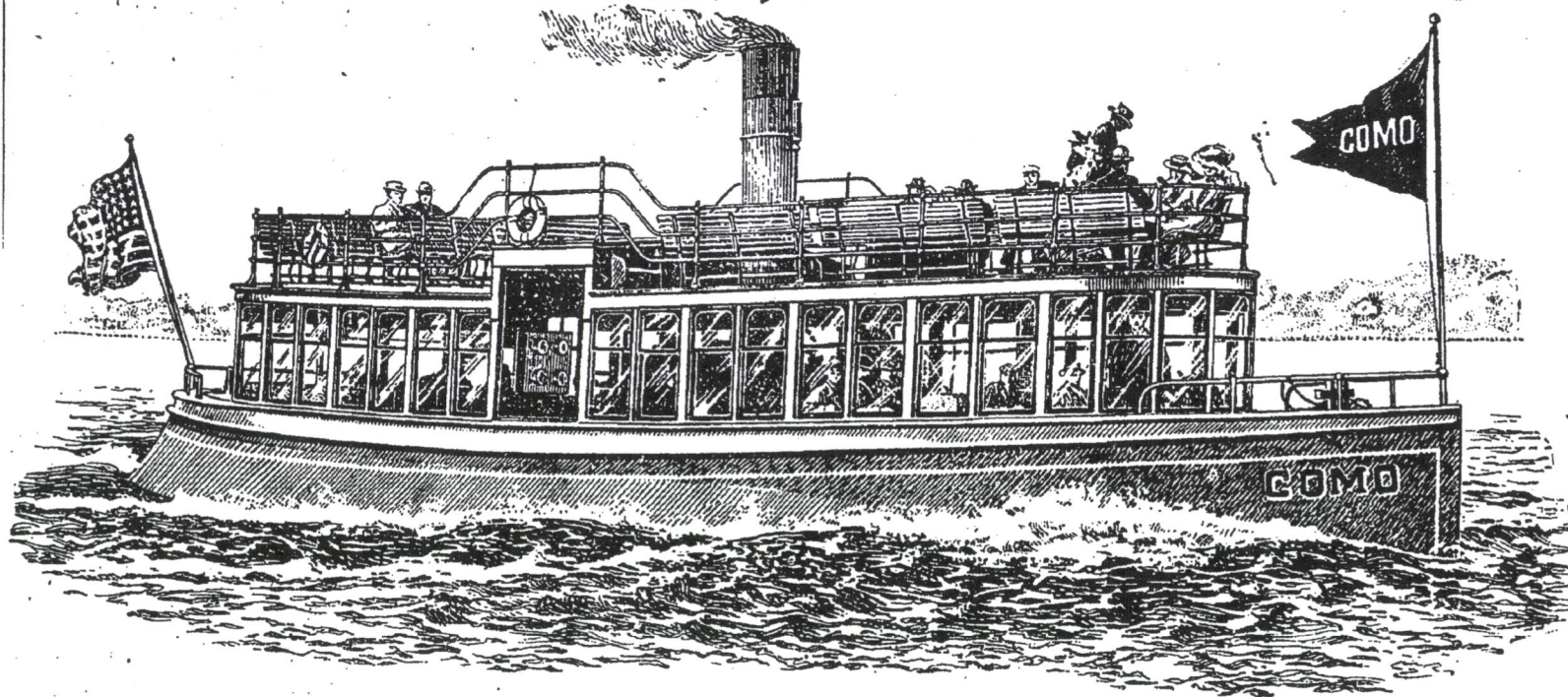


Display Ad 2 -- No Title

Minneapolis Morning Tribune (1909-1922); May 12, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 11

FULL SUMMER SERVICE TO LAKE MINNETONKA

BEGINS SUNDAY, MAY 15



FAST ELECTRIC TRAINS

WILL LEAVE MINNEAPOLIS

For Excelsior—4:03, 6:03 a. m. and every half hour to 7:03 p. m.
—then 8:03, 9:03, 11:18 p. m.

For Deephaven—6:58, 7:58, 9:58, 11:58 a. m.; 1:58, 3:58, 4:58,
5:58 p. m.; Sundays—8:58 a. m. and every hour to 5:58 p. m.

The Electric Train Trip from Minneapolis to Lake Minnetonka is through a Meadow, Lake and Hill country of surpassing charm—the finest trip in all the land! New Time Tables showing detailed service at Ticket Office and Waiting Room, 17 North Sixth street.

FAST EXPRESS BOATS

WILL LEAVE EXCELSIOR

For Deephaven and Wayzata. Every hour, 6:15 a. m. to 6:15 p. m.
For Minnetonka Beach. Every hour, 6:45 a. m. to 6:45 p. m.

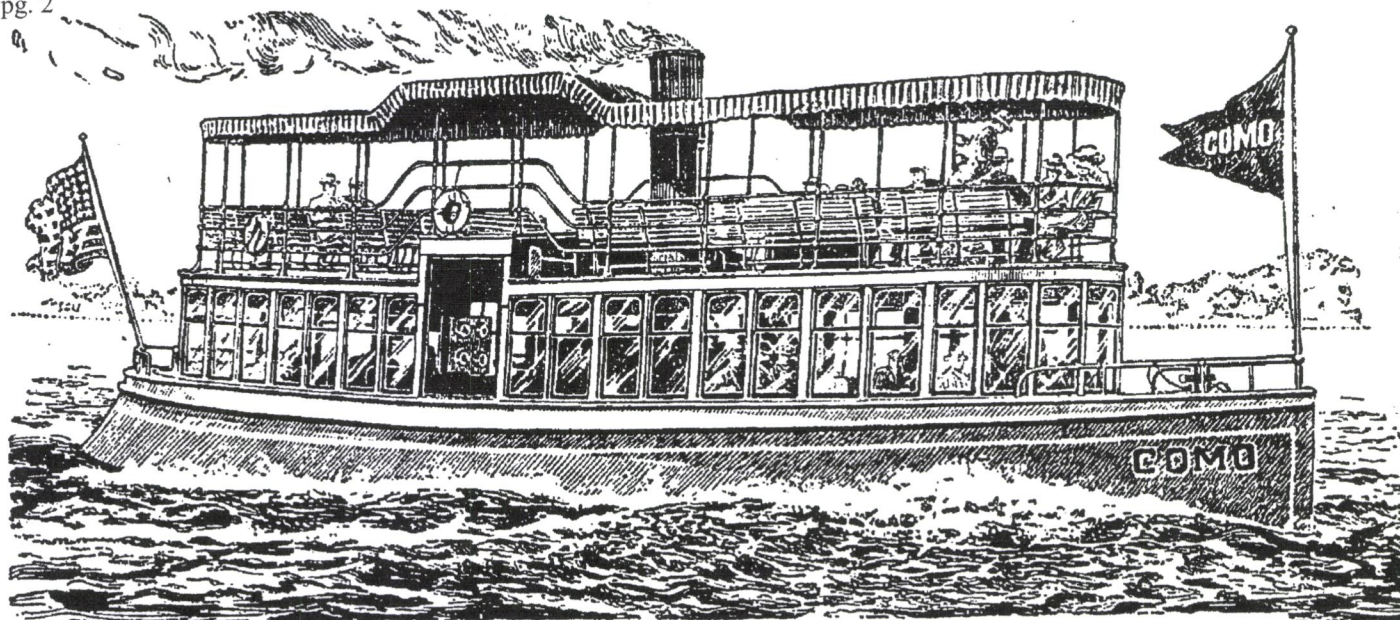
WILL LEAVE WILDHURST

For Spring Park. Every hour, 7:00 a. m. to 7:00 p. m.
For Zumbro Heights. Every hour, 7:00 a. m. to 7:00 p. m.

For any further information please telephone, call on or write to A. W. WARNOCK, General Passenger Agent, Hennepin Avenue and Eleventh Street. Telephones: N. W. 4580—T.-S. 3134. It will be a pleasure to serve you.

Display Ad 14 -- No Title

Minneapolis Morning Tribune (1909-1922); Jun 12, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 2



TO SEE LAKE MINNETONKA

Most Comfortably and Inexpensively, get aboard one of the following

"TOURIST EXPRESS" BOATS OF "TWIN CITY LINES"

Leave Excelsior	9:45 a.m.	10:45 a.m.	1:45 p.m.	2:45 p.m.
Arrive Excelsior	12:20 p.m.		4:20 p.m.	
Arrive Wildhurst		1:00 p.m.		5:00 p.m.

These "Tourist Express" Boats make delightful tours
of "Lower" and "Upper" Lakes. Round trip, 50 cents

Passengers desiring to make connections at Excelsior with these "Tourist Express" Boats should leave Minneapolis on Electric Trains from Ticket Office and Waiting Room, 17 North 6th Street at 9:03 or 10:03 a.m., or 1:03 or 2:03 p.m.

For any further information please telephone, call or write to A. W. Warnock, General Passenger Agent, "Twin City Lines," Hennepin Ave. and 11th St. Phones—N. W. 4580 M.—T. S. 3134.

Cars Leave Minneapolis Every 30 Minutes for the Lake

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Waple Tribune

REGARDING BOAT "TRANSFERS"

6-18-1911

Passengers on Express Boats paying fares with Cash or 25-Cent Express Boat Tickets will, on request, be given a transfer to any of the other Express lines operated.

For instance, a passenger may board any Express Boat at Wayzata and obtain a transfer which will be accepted for passage on the first connecting boat at Excelsior to any point on the Minnetonka Beach line, or it will be accepted for passage as far as Mound on the first connecting "Tourist Boat" leaving Excelsior.

A passenger wishing to ride from Zumbra Heights, Spring Park, or intermediate docks, to any dock reached by Lower Lake Boats, may obtain a transfer from the first boat, take the first connecting Electric Train from Wildhurst to Excelsior (extra fare 10 cents), and his transfer will be accepted for passage on the first connecting boat which reaches his destination. Likewise the trip may be made in the opposite direction.

Tonka Lake Boat Lines Circle the Globe Thrice
 Minneapolis Morning Tribune (1909-1922); Oct 16, 1910;
 ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
 pg. 9

Tonka Lake Boat Lines Circle the Globe Thrice

Six Vessels Go 79,134.64 Miles
 During Summer—Trips
 for Season.

Biggest Year Ever for Water
 Trips, Say Transit Com-
 pany Officials.

To sail more than three times around the world and never leave Lake Minnetonka is the record for a summer of the six express boats of the Twin City Rapid Transit company, which ceased running for the season last night. Since the boat lines were opened May 15, the six boats made in round numbers 8,272 trips, aggregating 79,134.64 miles.

Twenty-two Sundays and 132 week days have been included in the 22 weeks the boats have been running, during which time the Excelsior-Deephaven-Wayzata line boats performed 1,348 trips on week days, aggregating 25,087.92 miles, or about the distance round the world. On Sundays the same line made 242 trips, adding to the total number of trips for the line during the season 2,090, aggregating 28,553.36 miles. It is estimated the number of passengers carried will run into the millions, this being the heaviest line on the lake.

On the Excelsior-Minnetonka Beach line the boats made 1,716 trips during week days, aggregating 11,051.04 miles. On Sundays it made 242 trips, aggregating 1,558.48 miles. The total number of trips made by this one boat was 1,958, and her crew has sailed 12,609.52 miles, or half way around the globe.

Between Wildhurst and Spring Park the boats covered 1,848 trips during week days, aggregating 14,340.63 miles. On Sundays 264 trips were made, adding 2,048.63 miles to the record and making the total number of trips 2,112, with an aggregate mileage of 16,388.12.

Biggest Summer Ever

The Wildhurst-Zumbra Heights boats made 1,848 trips during week days and 264 trips on Sundays, making a total number of trips of 2,112, with an aggregate mileage of 21,584.64, of which 2,098 miles were run on Sundays.

Ferryboat service between Excelsior and Big Island park, which was continued from Decoration day to Labor day, is not included in these figures, and as nearly all of the pleasure-seekers at Minnetonka during the summer made the trip to the park on the ferry, this will add another large number to the total passenger list which can only be roughly estimated.

The season just closed has been one of the biggest ever experienced on the lake lines of the Twin City Rapid Transit company. The figures are interesting only so far as they give a better idea of the enormity of the service the six little vessels do in one season.

With the closing of the season all of the boats will be thoroughly overhauled and put in shape for the coming summer. The lines will be extended and new boats added to make it more complete next year, say transit company officials.

Minneapolis Morning Tribune (1909-1922); Feb 9, 1912;
 ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
 pg. 8

Island Park Is Abandoned; Street Car Boat Fare Cut

Minnetonka Recreation Place to
 Remain Closed Permanently
 —Ferry Service Stopped.

Passengers Can Get Ten-Ride
 Books for Lake Express Boats
 for a Dollar.

The Twin City Rapid Transit company announces that Big Island park will be closed permanently. In the summer schedule for 1912 it was announced that the ferry service would be discontinued between Excelsior and Big Island park. No announcement was made regarding the disposal of the property, or what was to be done with the paraphernalia and buildings.

In announcing the Lake Minnetonka service for 1912 the general passenger agent stipulated that a new ten-ride ticket would be sold for \$1, or 10 cents a ride, on regular line express boats, but not excursion boats. The fare on the express boats was raised, last summer to 25 cents. Cash fares will remain 25 cents, but the new commutation ticket will place the price of a ride on the lakes back where it was summer before last.

The full summer train and boat schedule will commence May 15 and will end Sept. 30. The same train schedules will be in effect on the Excelsior, Tonka Bay and Deephaven lines as during the season of 1911, with the added service during the months of June, July and August of a fast train to leave the Sixth street ticket office every night at 9:28 p. m. for Deephaven, and to leave Deephaven at 10:15 p. m. for Minneapolis.

The express boat schedule will be the same as 1911. The new ten-ride tickets will be transferable and receivable for fare for any number of persons. For instance, a passenger may have a party of nine with him and one of these ten-ride tickets will be accepted as fare for the ten passengers. These tickets will be on sale at all ticket offices.

If a passenger gets aboard an express boat without a ticket his cash fare will be 25 cents. All other trip and commutation rates will remain the same as last year.

Minneapolis Morning Tribune (1909-1922); May 12, 1912;
 ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
 pg. 6

Lake Brought to Tollers By Car Schedule Change

Trolleys Will Leave Minnetonka
 Early Enough to Accom-
 modate Workers.

Late Trains Will Be Put on to
 Take Care of Pleasure
 Seekers.

A. W. Warnock, general passenger agent of the Twin City Rapid Transit company, announced the new summer schedule of the company's Minnetonka boat and train service last night. The schedule is to go into effect Wednesday, May 15, and provides for the convenience of the working man who must get into the city early, and the visitors who dine at the lake and return to Minneapolis late.

A feature of the new service will be flags on boats to show destination and new signs on cars. Trains leaving Minneapolis at 35 minutes past the hour for Second street, Excelsior and leaving Second street at 43 minutes past the hour for Minneapolis are to carry "Lake Minnetonka" signs instead of "Excelsior Limited" as in previous seasons. This means a 30-minute service in each direction for all intermediate points between Minneapolis and Excelsior.

Run to Excelsior.

Lake Minnetonka trains will run to Second street, Excelsior, west-bound Tonka Bay and Lake Minnetonka trains will stop on signal at stations scheduled between the Minneapolis ticket office at Sixth street and Hopkins, only to take on passengers for Hopkins and stations west of Hopkins.

West-bound Deephaven trains will stop on signal at stations scheduled between the ticket office and Hopkins only to take on passengers for Hopkins and stations west of Hopkins. East-bound cars stop at all stations between Deephaven and Hopkins and at stations between Hopkins and Lake street only to let off passengers from Hopkins or stations west of Hopkins.

Beside the daily half-hour service on the line from Minneapolis to Excelsior, Wildhurst and Tonka Bay, an extra train is put on daily except Sunday for the early morning travelers.

Leaves Tonka Bay Early.

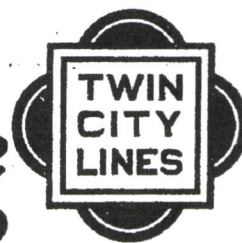
This train leaves Tonka Bay at 6:25 a. m., arriving in Minneapolis at 7:25 a. m. Another train also daily except Sunday will leave Minneapolis at 5:33 a. m., arriving at Tonka Bay at 6:25 a. m.

Six fast express boats will ply between principal points on the upper and lower lakes every hour. A new Crown Point boat service is included in the Point boat service will leave Excelsior for Crown Point at 6:43 a. m. and will leave Crown Point for Excelsior at 6:53 a. m. week days only. There will be boats leaving Excelsior for Crown Point at 2:15 and 6:15 p. m. daily. Boats will leave Crown Point for Deephaven connecting with trains for Minneapolis at 2:28 and 6:28 p. m. daily. On account of this service, the 2:15 and 6:15 p. m. boats from Excelsior for Wayzata will not stop at Linwood.

Another daily train from Minneapolis will arrive at Tonka Bay at 6:25 p. m. daily, leaving Minneapolis at 5:33 p. m. Different colored pennants are to be displayed on the express boats to show their destinations.



Announcement of *Lake Minnetonka Service* *For Summer Season 1912*



- ¶ To enable **Lake Minnetonka** Residents to make their plans for the Season of 1912 and with the desire of affording patrons the best possible service the following information is given at this time---
- ¶ The full Summer Train and Boat Schedules will begin on the morning of Wednesday, May 15, and will end on the night of Monday, September 30.
- ¶ The same Train Schedules on the Excelsior—Tonka Bay and Deephaven Lines will be in effect as during the Season of 1911 with the added improvement, DURING THE MONTHS OF JUNE, JULY AND AUGUST, of a Fast Train to leave Ticket Office Every Night at 9:28 p. m. for Deephaven and to leave Deephaven at 10:15 p. m. for Minneapolis.
- ¶ The Express Boat Schedules will be practically the same as during 1911.
- ¶ A new 10-Ride Ticket good on regular line Express Boats (but not Excursion Boats) will be sold for \$1.00, or 10 cents per ride. These Tickets will be transferable and receivable for fare for any number of Persons. For instance, a Passenger may have a party of 9 with him and one of these 10-Ride Tickets will be accepted as fare for the 10 Passengers. These Tickets will be on sale at all Ticket Offices and Patrons will be urged to buy them. If a Passenger gets aboard an Express Boat without a Commutation Ticket, or one of these "10-for-\$1" Tickets, his Cash Fare will be 25 Cents. It is apparent that it will be to the advantage of Patrons to keep supplied with these cheap "10-for-\$1" Express Boat Tickets.
- ¶ All other Trip and Commutation Rates will remain the same as last year.
- ¶ Big Island Park will not be open to the Public and there will be no Ferry Boat Service between Excelsior and Big Island Park.

*Patrons are Invited to Write or Telephone for any Street Railway Information or to Make Reasonable Complaints.
Such Inquiries will always Receive Prompt and Courteous Attention.*

A. W. WARNOCK, General Passenger Agent "Twin City Lines." *Telephones—Minneapolis, N. W. 4580 Main. St. Paul, N. W. 2616 Cedar*

Display Ad 25 -- No Title

Minneapolis Morning Tribune (1909-1922); Feb 22, 1912;
 ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
 pg. 5



Important Changes

In Express Boat Service on Lake Minnetonka—For 1912



The "Twin City Lines" take pleasure in announcing some radical and good changes in the operation of its "Express Boats" on **Lake Minnetonka** which, it is hoped, will please and accommodate Lake Residents. The service will begin on Wednesday, May 15, and will end on Monday, Sept. 30.

THE NEW LINE—Briefly, the four former Express Boat Lines, will be consolidated into one long through "ZUMBRA-WAYZATA EXPRESS LINE," and the following places on the Lake will be served with **Hourly Service** from early morning until evening: Zumbra Heights, Woodside, Shady Island, Edgewood, Birch Bluff, Wildhurst, Spring Park, Isle View, Casco, Narrows (for Interlachen people), Minnetonka Beach, Arcola, Wheelers, Tonka Bay, Excelsior, Meadville, Fairview, Linwood, Cottagewood, Deephaven, Breezy Point, Wayzata.

RATES OF FARE—A 10-Ride Ticket, good on Express Boats, will be on sale, beginning May 10, at all Ticket Offices for \$1. This Ticket will be issued in the form of 10 coupons. Purchasers can thus pass coupons among members of their families or friends. There will be no reason why patrons should pay cash fares, which will be 25 cents for each single fare paid.

Between any two of the above places on the "Upper Lake" one fare will be collected. Between any two of the above places on the "Lower Lake" one fare will be collected. Thus a passenger may travel from Zumbra Heights to Spring Park, or from Minnetonka Beach to Wayzata for one fare (cost 10 cents, if "10 for \$1" tickets are used and 25 cents if cash fare is paid.)

Between any place above on "Upper Lake" and any place above on "Lower Lake" two fares will be collected. Thus it will cost a passenger 20 cents to travel from Zumbra to Wayzata on a through boat if "10 for \$1" tickets are used, or 50 cents if two cash fares are collected. The nearest points between which two cash fares will be collected will be Casco and Minnetonka Beach, the farthest points Zumbra and Wayzata. The "Narrows" will be the dividing line between collection of "Upper" and "Lower" lake-fares and will be a regular stop. A round trip of the entire route (42 miles) on a through boat can be made for 40 cents. Surely a liberal service!

There will be six boats in the new service and time tables will be arranged so as to preserve all the accommodating features of former schedules as to connections with Electric Trains at Deephaven, Excelsior and Wildhurst, at the same time giving equal service on the Minnetonka Beach and Spring Park Lines as other lines have had.

The new plan will not only better accommodate Cottagers going back and forth to the Lake, but will afford such close communication between all points on the Lake as to encourage traveling on the part of Lake residents from one point to another on fast, frequent through boats.

The company sincerely hopes that this increased and expensive Boat Service, at the new low rates of fare, will meet with such popular approval and support on the part of Lake residents as to warrant its continuance after this season.

Patrons are invited to write or telephone for any Street Railway information, to make any reasonable complaint, or to offer any constructive criticism, and are assured that same will receive prompt, courteous and careful attention.

A. W. WARNOCK, General Passenger Agent "Twin City Lines." Telephones

MINNEAPOLIS, N.W. 4580 Main
 ST. PAUL, N.W. 2616 Cedar

Lake Minnetonka

(TWIN CITIES' MOST BEAUTIFUL RESORT)

Best Electric Train Service from Twin Cities to Lake and Best "Express Boat" Service on Lake ever offered. Full summer schedules now in effect.

How to Get There

FROM MINNEAPOLIS—Take an Electric Train at Ticket Office and Waiting Room, 17 North 6th St. Fare—From Minneapolis, 25 cents each way or 20 cents with transfer from any Minneapolis local line.

FROM ST. PAUL—Take a "Selby-Lake" car and transfer to Train for Lake Minnetonka at Hennepin Ave., Minneapolis. Or, take a "Como-Harriet," "Como-Hopkins," "Minneapolis-St. Paul," or "Snelling-Minnehaha" Car and transfer to Train for Lake Minnetonka at 6th St., Minneapolis. Fare—From St. Paul, 30 cents each way, or 25 cents with transfer from any St. Paul local line.

The Fast, Clean Electric Train Trip from the Twin Cities to Lake Minnetonka is through a Meadow, Lake and Hill Country of surpassing charm—"The Line of Greenery and Scenery."

The Famous Boat Fleet

Six fast Express propellers furnish rapid transit between Electric Train terminals on the lake shore (Excelsior, Wildhurst, Tonka Bay and Deephaven) and all principal points on "Upper" as well as "Lower" Lake Minnetonka every hour, from early morning until evening, with clock-like regularity. These Twentieth Century craft embody the best and latest ideas for comfort, safety, speed and beauty.

The Interesting Boat Route

The route of the Express Boats this year extends from Zumbra Heights, down the "Upper" Lake and "The Narrows" into the "Lower" Lake, and thence from Excelsior along the South Shore to Wayzata, a distance of over 21 miles—one long interesting Tourist Trip which will delight you. With a system of cheap rates (10 tickets for \$1) passengers are enabled to make the entire round trip of the Lake on a fast through Boat, nearly 43 miles, in 5½ hours, at a cost of 50 cents.

Patrons are invited to Telephone or Write for any further information as to Train or Boat Service of "Twin City Lines," to make reasonable complaints, or offer helpful criticisms, and are assured that same will receive prompt, courteous, careful attention.

A. W. WARNOCK, GENERAL PASSENGER AGENT, "TWIN CITY LINES."

N. W. Phones—Minneapolis, Main 4580 or 2071—St. Paul, Cedar 2616. T. S. Phones—Minneapolis, Center 3134 or 3133.



The Reasonable Boat Fares

A 10-Ride Boat Ticket for \$1.00 is on sale only at Minneapolis and Excelsior Dock Station Ticket Offices. This ticket is issued in the form of 10 coupons. Purchasers can thus give coupons to members of their families and friends. There is no reason why patrons should pay cash fares, which are 25 cents for each single fare paid. Purasers do not sell the "10 for \$1" tickets and patrons are cautioned to provide themselves with these cheap tickets and avoid paying single cash fares of 25 cents for each fare collected.

Between any two places on the "Upper" Lake one fare is collected. Between any two places on the "Lower" Lake one fare is collected. Thus a passenger may travel from Zumbra Heights to Narrows, or from Narrows to Wayzata, for one fare (cost 10 cents, if "10 for \$1" tickets are used, and 25 cents if cash fare is paid.)

Between any place on "Upper" Lake and any place on "Lower" Lake two fares are collected. Thus it costs a passenger 20 cents to travel from Zumbra to Wayzata on a through boat if "10 for \$1" tickets are used, or 50 cents if two cash fares are paid. The nearest points between which two fares are collected are Casco and Minnetonka Beach, the farthest points Zumbra and Wayzata. "Narrows" is the dividing line between collection of "Upper" and "Lower" Lake fares and is a regular boat landing.

Splendid Summer Day Outings

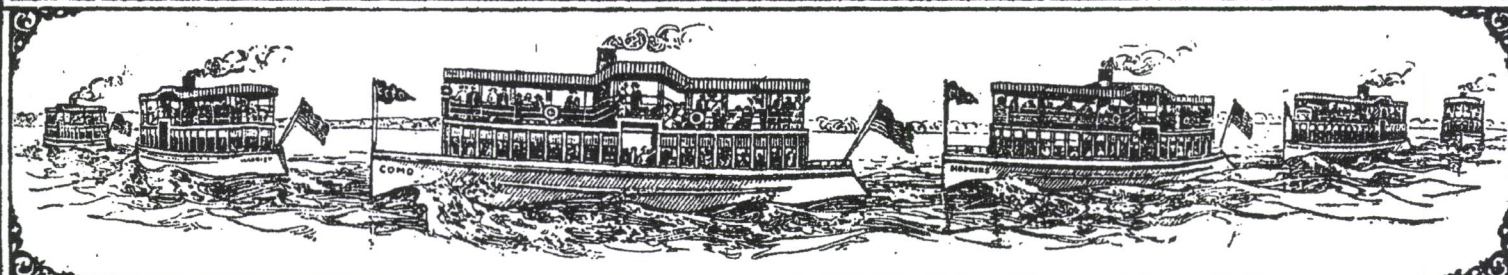
How to Enjoy **Lake Minnetonka** in 3, 4, 5, 6 or 7 Hours at Little Cost--Ideal Boat Trips, Full of Interest, Pleasure and Comfort--Restful, Entertaining, Inexpensive, Delightful!



The round trip rate shown in the following suggested trips includes 50 cents for train trip (25 cents each way), the difference being in Express Boat fares. A 5-Ride Express Boat Ticket is on sale only at Ticket Offices (not on Boats) for 50 cents, and from 2 to 5 fares are collected on each trip, according to length of trip shown. Thus a trip costing 70 cents means 50 cents for train trip and 2 fares, or 20 cents, for Express Boat trip on the basis of using a "5 for 50 cents" Boat Ticket.

There is no reason why patrons should pay cash fares on Boats, which are 25 cents for each single fare collected. Pursers do not sell the "5 for 50 cents" Tickets, which are on sale only at Ticket Offices. Passengers are cautioned to provide themselves with these "5 for 50 cents" Tickets before boarding Boats and thus avoid paying single cash fares. Get your Boat Tickets before you start!

EXPRESS BOAT FLEET



ON LAKE MINNETONKA

ROUND TRIP	TRAIN TO TAKE FOR LAKE	LEAVE 17 N. 6th ST.	CONNECT WITH BOAT FOR LAKE TRIP.	TAKE TRAIN FOR MINNEAPOLIS	ARRIVE 17 N. 6th ST.	ROUND TRIP
3 Hours	"Tonka Bay"	6:03 A. M. and Every Hour to 8:03 P. M.	At Wildhurst--With "Express for Zumbra" to Zumbra Heights and Return--1 Hour on Boat.	At Wildhurst	8:55 A. M. and Every Hour to 8:55 P. M.	70 Cents
3 "	"	"	At Wildhurst--With "Express for Wayzata" to Excelsior--1 Hour on Boat.	At Excelsior	"	70 "
3 "	Any Train for Excelsior	"	At Excelsior--With "Express for Zumbra" to Wildhurst--1 Hour on Boat.	At Wildhurst	"	70 "
3 "	"	6:33 A. M. and Every Hour to 8:33 P. M.	At Excelsior--With "Express for Wayzata" to Wayzata and Return--2 Hours on Boat.	At Excelsior	9:55 A. M. and Every Hour to 8:55 P. M.	70 "
4 "	"Tonka Bay"	6:03 A. M. and Every Hour to 8:03 P. M.	At Wildhurst--With "Express for Zumbra" to Zumbra to Excelsior--2 Hours on Boat.	"	"	80 "
4 "	Any Train for Excelsior	"	At Excelsior--With "Express for Zumbra" to Zumbra, to Wildhurst--2 Hours on Boat.	At Wildhurst	"	80 "
5 "	"Tonka Bay"	6:03 A. M. and Every Hour to 8:03 P. M.	At Wildhurst--With "Express for Wayzata" to Wayzata to Excelsior--3 Hours on Boat.	At Excelsior	10:55 A. M. and Every Hour to 8:55 P. M.	80 "
6 "	"	6:03 A. M. and Every Hour to 8:03 P. M.	At Wildhurst--With "Express for Zumbra" to Zumbra to Wayzata to Excelsior--4 Hours on Boat.	"	11:55 A. M. and Every Hour to 8:55 P. M.	90 "
7 "	Any Train for Excelsior	6:03 A. M. and Every Hour to 8:03 P. M.	At Excelsior--With "Express for Zumbra" to Zumbra to Wayzata to Excelsior--5 1/2 Hours on Boat.	"	12:55 P. M. and Every Hour to 8:55 P. M.	1 Dollar

The Electric Train Trip to Lake Minnetonka is through a Meadow, Lake and Hill country of surpassing charm. The trains represent the last word in modern car-building and are comfortable, safe and fast. It is one of the most delightful Electric Trips in all the world.

The Twentieth Century Express Boats embody the best and latest ideas for comfort, safety, speed and beauty. They can comfortably seat 120 passengers, and are equipped with the finest machinery, insuring a speed of 12 to 15 miles an hour. The upper deck of each Boat is covered with a canopy. A trip on one of these Boats is a treat!

The route of the Express Boats extends from Zumbra Heights, down the "Upper" Lake into the "Lower" Lake, and along the South Shore to Wayzata, a distance of over 21 miles--one long interesting Tourist Trip which will delight you. Just the trip for the visitor who "wants to see it all"--both "Lower" and "Upper" Lakes--their picturesque bays and indented shores--their beautiful islands and channels--their entrancing vistas of cool water everywhere! Just the trip for the party out to enjoy the day!

Patrons are invited to Telephone or Write for any further information as to Train or Boat Service of "Twin City Lines," to make reasonable complaints, or offer helpful criticisms, and are assured that same will receive prompt, courteous, careful attention.

Get Your Boat Tickets at Ticket Offices!

A. W. Warnock, General Passenger Agent, "Twin City Lines." N. W. Phones -- Main 4530 or 2071.-- T. S. Phones -- Center 3134 or 3133.

BIG BOAT "BURNING"

At Excelsior, **Lake Minnetonka**

Thursday, Aug. 8, 9:15 p. m.

The Big Ferry Boat "Minneapolis," which has been put out of commission, will be burned in Excelsior Bay on Thursday, Aug. 8. Hundreds of colored lights will add to the brilliant blaze and it will be a sight worth while. It isn't every night you can see a big boat "go up in smoke."

Any Place in Excelsior Will Be a Good Place to View the Spectacle

TRAIN SERVICE—Extra Electric Trains will leave 17 North 6th St., Minneapolis, for Excelsior at 7 p. m., and every five minutes to 8:30 p. m., returning leave Excelsior, directly after the "Burning," about 10 p. m. Fare 25 Cents each way.

BOAT SERVICE—Lake residents who desire to see the "Boat Burning" should take the last Boats from their docks, on regular schedule, to Excelsior. Boats will leave Excelsior at 10 p. m. (after the "Burning") for all regular landings on "Upper" and "Lower Lakes."

A. W. Warnock, General Passenger Agent "Twin City Lines." Telephones—N. W. Main 4680—T. S. Center 3134.

Burning of Lake Steamer Witnessed by Thousands

Passing of Boat, "Minneapolis,"
Amid Flames Presents Re-
markable Spectacle.

Craft That Had Outlived Usefulness
at Minnetonka Has
Dramatic Finish.

To the accompaniment of shrill toots from the whistles of the express boats, echoed by more than 100 motor boats and launches, the side-wheeled steamer Minneapolis, which in years past carried crowds from Excelsior to Big Island park, burned to the water's edge and settled forever in 11 fathoms of water, 66 feet, at the bottom of Lake Minnetonka last night.

The good sized excursion and ferry steamer, the property of the Twin City Rapid Transit company, seven years old, was set on fire to provide a summer water spectacle for the Minnetonka crowds. It is estimated that fully 25,000 persons witnessed the burning. Fully 5,000 journeyed especially to the lake to witness it.

The "Minneapolis," the largest boat ever owned by the street railway company, was 142 feet long, 30 foot beam, and was three decked. It was placed in the lake so that persons from Excelsior Commons, Gale Island, Tonka Bay and Meadville could see it go up in smoke. Four 600-pound kegs, two at each end of the boat, held it at anchor.

Great Throngs Gather.

The burning took place at 9 o'clock. Fully an hour before that time, despite the threatening black clouds, many hundreds of people were already thronging the Casino and piers at Excelsior, and at least 500 watercraft of all sorts and descriptions had set out in the lake.

The "Plymouth," one of the larger express boats, bearing A. W. Warnock, general passenger agent of the street

railway company, and several other officials and their friends, set out from the pier, bearing red lights and circled about the "Minneapolis" during the burning to safeguard the other craft.

The "Minneapolis," drenched with kerosene, filled with inflammable materials and gigantic firecrackers, and dry as a flunder, rode calmly at her mooring. The big boat looked sombre in the twilight that hastened its doom. There were some who remembered the day when the "Minneapolis" steamed across the lake bearing its numerous crowds of care-free boys and laughing girls to the big amusement park, and it seemed as if an old friend was departing forever.

Red Light Touched Off.

Promptly at 9 o'clock, a daring employee of the company ran along the top deck of the boat, touching off red lights. Then to the second and main deck he made his way, lighting the steamer in nine places, before he made his escape in a waiting rowboat. As the flames started to eat their way in all parts of the "Minneapolis," some person in a nearby motor craft sounded "taps" with a bugle.

Sheet after sheet of flame mounted higher and higher as it fed on the kerosene and light materials. Soon the whole lake was illuminated, the magnificent spectacle of the large boat blazing in the circle of hundreds of smaller ones being seen for miles around. Two blue and white flags, with the name of the boat, waved from the top deck until the flames devoured them.

For an hour and five minutes the boat blazed and then, burned to the water line, it settled and sank beneath the waters with a sound that resembled a half audible sigh, leaving only a few smoldering timbers floating on the surface. As the boat settled, whistles on practically all the boats sounded.

The "Minneapolis" is the third boat that has been burned on Lake Minnetonka. In the early nineties the company burned the "Hattie" in Lake Calhoun. In August, 1909, the "Excelsior" was burned at Lake Minnetonka. The "Minneapolis" was built in 1905 and had outlived its usefulness.

Suburban Train Schedule Improves Summer Ser
Minneapolis Morning Tribune (1909-1922): Apr 14, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 7

Suburban Train Schedule Improves Summer Service

New Time Card for Street-Cars
and Launches Goes Into
Effect May 15.

Officials Believe It Will Prove
Popular With Lake Minne-
tonka Residents.

On May 15 the summer train schedule of the street railway company between Minneapolis and Lake Minnetonka points goes into effect. According to an announcement by A. W. Warnock, general passenger agent of the Twin City lines, something new in the way of schedules has been arranged which is expected to prove popular with summer residents at the lake.

Service between Minneapolis and Excelsior will be maintained, cars leaving Minneapolis as follows: 4:03 a. m., 5:33 a. m., and every 30 minutes thereafter until 7:03 p. m. Then the cars will run as follows: Leave Minneapolis at 8:03 p. m., 9:03, 10:03 and 11:18.

Trains will leave Minneapolis for Touka Bay as follows: 5:33 a. m., 6:03 a. m., and every hour thereafter until 5:03 p. m. Then the schedule will be maintained as follows: 5:33, 6:03, 7:03, 8:03, 9:03, 10:03 and 11:18. To Deephaven the following schedule will be maintained: Cars will leave Minneapolis at 6:50 a. m., 7:50, 9:58, 11:58 a. m., 1:58 p. m., 3:58, 4:58 and 5:58, and there will be a special lake train which will leave Minneapolis for Lake Minnetonka at 9:28 p. m. Last summer this special lake train was run for a short time, but Mr. Warnock said that this summer it will be maintained all through the season.

Steamboat Fleet.

"The fleet of steamboats will present an entirely new appearance this summer," said Mr. Warnock. "All the boats have been overhauled, repainted and repaired wherever needed."

Mr. Warnock announced the following schedule for the boats: They will follow each other around the lake between Crane Island and Wayzata, a distance of 21.3 miles, and make the following stops: Crane Island, Zumbra Heights, Woodside, Shady Island, Edgewood, Birch Bluffs, Wildhurst, Casco, Isle View, Spring Park, Woolnough, Narrows, Minnetonka Beach, Arcola, Wheelers, Tonka Bay, Excelsior, Meadville, Fairview, Linwood, Cottagewood, Deephaven, Brezzy Point and Wayzata. Woolnough's, which was not a regular stop for the boats last summer, will be a regular station this summer.

The pursers this year will be ticket agents and will sell five-ride tickets for 50 cents. It has been the custom for each passenger to buy his tickets at a ticket office."

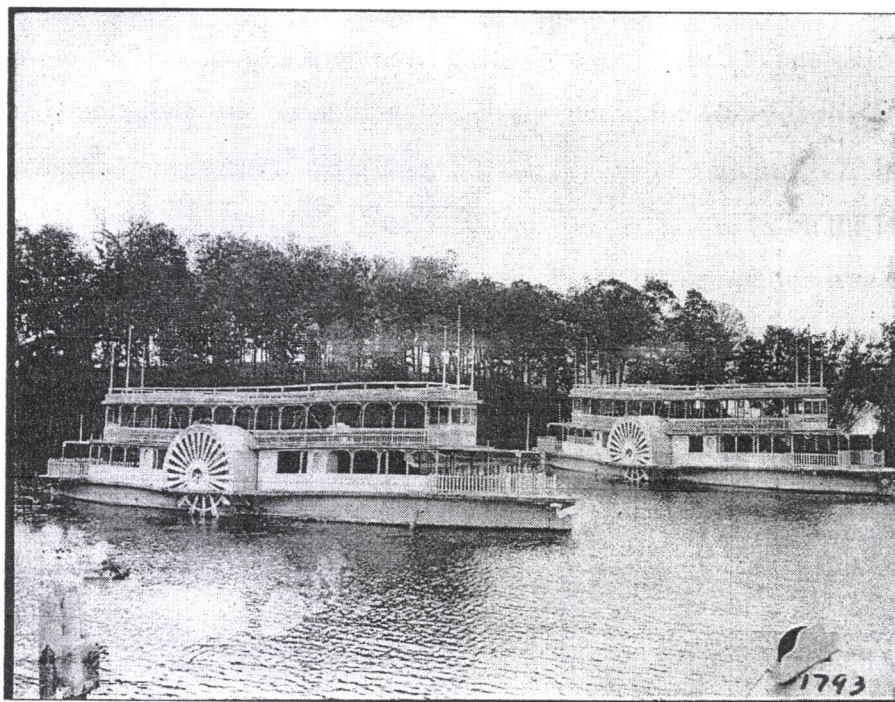
Lake Minnetonka Boat Service
Timetable dated 1919

Reduced boat service: all the routes run every two hours. No service between Deephaven and Wayzata.

ERJ
7-3-1926

Scrapped After Twenty-one Years of Service

AUTOMOBILE competition has destined four of the fleet of the Lake Minnetonka passenger steamers of the Twin City Rapid Transit Company, Minneapolis, Minn., to a 70-ft.-deep watery grave. Two were sunk recently and two more are to go, after 21 years of service. These boats for years met the electric trains and carried passengers to points off the line, and also carried sightseeing loads around the lake. Private automobiles and bus lines destroyed the usefulness of the boats.



The idle ferries *Minnetonka* (left) and *Minneapolis* (right) were moored at Big Island when the park closed. The Hutchison family took this photo in 1912 from the deck of the ferry *St. Paul*, whose sidelight screen and side wheel covering can be seen in the lower right corner.

Excelsior-Lake Minnetonka Historical Society.

NOT GOOD ON TOURIST BOATS
THE MINNETONKA & WHITE BEAR NAVIGATION CO.

Good for one continuous ride between Excelsior, Wildhurst, Deephaven and any point on Lake Minnetonka reached by the boats of this company. Subject to conditions printed on cover of this book.

9 Not Good if Detached

HOURS	1	2	3	4	5	6	7	8	9	10	11	12	A.M.			
MINUTES	10	20	30	40	50											
MAY	JUN.	JUL.	AUG.	SEP.	OCT.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31			

163

MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.
 VOID IF PUNCHED
 VOID AFTER OCT. 31ST
1907
STEAMBOATS
 1669400

M. & W. B. Nav. Co.
 GOOD FOR ONE FARE
 IF PUNCHED
BOATS
1913
 000885

Good only on first boat from Excelsior to Big Island Park, on date and after time punched, and good only for the person to whom it is issued.

WILLARD J. HIELD, Gen'l Mgr.

Series 17 No. 1614

Minneapolis & St. Paul Suburban R'y
 (STEAMBOAT DIVISION)
EXCELSIOR to BIG ISLAND PARK

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Apr., May, June, July, Aug., Sept., Oct., Nov.															
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

TWIN CITY LINES
 GOOD FOR ONE FARE
STEAMBOAT
 DIVISION ONLY
 VOID IF PUNCHED
 Season 1923
 003125

10c CASH FARE RECEIPT—Keep This

THE MINNETONKA & WHITE BEAR NAVIGATION COMPANY

Passenger is requested to retain this slip as receipt for Fare paid. Please show same to Purser if he asks you to do so. This Fare Receipt is good only for trip issued, on date punched, to destination punched, and for person to whom issued.

3 015680

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAY	JUN.	JUL.	AUG.	SEP.	OCT.										
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

WAYZATA to NARROWS
 NARROWS to ZUMBRA
 ZUMBRA to NARROWS
 NARROWS to WA. ZATA

TICKET FARE RECEIPT—Keep This

The M. & W. B. Nav. Company

Passenger must receive and retain receipt for each fare paid and must show same if requested by purser, otherwise fare will be collected. This receipt is good only for trip issued on date punched to destination punched and for person to whom issued.

HORACE LOWRY, Gen. Mgr.

PURSER No. **9** CONSECUTIVE No. **005968**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAY	JUNE	JUL.	AUG.	SEPT.	OCT.										
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

ZUMBRA to NARROWS
 NARROWS to WAYZATA
 WAYZATA to NARROWS
 NARROWS to ZUMBRA

25c CASH FARE RECEIPT—Keep This

The M. & W. B. Nav. Company

Passengers must retain receipt for each fare paid and must show same if requested by purser, otherwise fare will be collected. This receipt is good only for trip issued on date punched to destination punched and for person to whom issued.

HORACE LOWRY, Vice Pres

PURSER No. **1** CONSECUTIVE No. **000152**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAY	JUN.	JUL.	AUG.	SEP.	OCT.										
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

ZUMBRA to NARROWS
 NARROWS to WAYZATA
 WAYZATA to NARROWS
 NARROWS to ZUMBRA

Collection of Steamboat tickets

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED.
Expires SEPT. 30, 1914.
Form 2.

35178

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED.
Expires SEPT. 30, 1914.
Form 2.

35178

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED.
Expires SEPT. 30, 1914.
Form 2.

35178

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED.
Expires SEPT. 30, 1914.
Form 2.

35178

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED.
Expires SEPT. 30, 1914.
Form 2.

35178

THE MINNETONKA & WHITE BEAR
NAVIGATION COMPANY.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED
EXPIRES SEPT. 30, 1914.
Form 9. A. W. WARNOCK,
General Passenger Agent.
POOLE BROS., CHICAGO

1456

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
EXPRESS BOATS
VOID IF PUNCHED
1912

586100

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
EXPRESS BOATS
VOID IF PUNCHED
1912

586100

THE MINNEAPOLIS & ST. PAUL SUBURBAN R. R. CO.
Good for one continuous ride
between Minneapolis and Lake
Minnetonka. Subject to con-
ditions printed on cover.
Form 3
Not Good if Detached.
HOURS 1 2 3 4 5 6 7 8 9 10 11 12 A.M.
MINUTES 10 20 30 40 50 P.M.
MAY JUN. JUL. AUG. SEP. OCT.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31
1221

THE MINNETONKA & WHITE BEAR NAVIGATION CO.
Good for one continuous ride
between Minneapolis and Lake
Minnetonka. Subject to con-
ditions printed on cover.
Form 3
Not Good if Detached.
HOURS 1 2 3 4 5 6 7 8 9 10 11 12 A.M.
MINUTES 10 20 30 40 50 P.M.
MAY JUN. JUL. AUG. SEP. OCT.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
18 19 20 21 22 23 24 25 26 27 28 29 30 31
1221

TWIN CITY LINES
GOOD FOR ONE FARE ON
STEAMBOAT
DIVISION ONLY
VOID IF PUNCHED
Season 1910

5496

Minneapolis & St. Paul Suburban Ry. Co.
(STEAMBOAT DIVISION)
FERRY
10c Good for One Round
Trip to Big Island Park
during season 1907

034002

Minneapolis & St. Paul Suburban Ry. Co.
(STEAMBOAT DIVISION)
EXPRESS
10c Good for One Fare
during season 1907

866110

MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.
VOID IF PUNCHED
VOID AFTER OCT. 31ST
1907 STEAMBOATS

004997

The St. Paul City Railway Co.
EMPLOYEE'S TICKET.
Good only for full fare
6

MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.
Rapid Transit Co.
TWIN CITY
DIVISION

TWIN CITY RAPID TRANSIT CO.
VOID IF PUNCHED
VOID AFTER DEC. 31ST
1902 STILLWATER

012998

MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.
VOID IF PUNCHED
VOID AFTER DEC. 31ST
1905 EXCELSIOR

009600

TWIN CITY RAPID TRANSIT CO.
CHILDREN'S TICKET.
Good for ONE FARE ONLY
between 1 p. m. and 5 p. m.
Saturday, AUGUST 26th, 1900.
On any line of the
MINNEAPOLIS DIVISION.

TWIN CITY RAPID TRANSIT CO.
STILLWATER DIVISION

TWIN CITY LINES
Good for One 5 Cent Fare on
MINNETONKA
DIVISION ONLY

TWIN CITY RAPID TRANSIT CO.
MINNEAPOLIS
VOID IF PUNCHED
1902

RAPID TWIN CITY TRANSIT
RECEIVABLE ONLY FROM
PERSON NAMED ON COVER
VOID IF PUNCHED
MINNEAPOLIS DIVISION

1212

The Minnetonka & White Bear
Navigation Company.
GOOD FOR ONE FARE ON
BOAT
VOID IF PUNCHED
EXPIRES SEPT. 30, 1916
Form 7 A. W. WARNOCK,
General Passenger Agent.
WARNER TICKET CO., ST. PAUL

4197

The M. & W. B. Nav. Co.
GOOD FOR ONE FARE
ON BOATS
VOID IF PUNCHED
1913
A. W. WARNOCK, Gen'l Passenger Agent.

588000

GOOD FOR ONE FARE
EXPRESS BOATS
VOID IF PUNCHED
1912
000018

***** LAKE MINNETONKA STEAMBOATS *****

The following list is a compilation of the many steamboats that long ago graced the waters of Lake Minnetonka. Many were built right on the shores of the lake; others were constructed elsewhere or were brought to Minnetonka after service on other lakes. Most were dismantled, burned or sunk, and yet were reborn by having their engines, boilers, bells, whistles or machinery reinstalled in other boats. Many had several names and were often sold, traded or had new owners who rebuilt them, lengthened them, or added new super structures. It was an incredible period of steam transportation that spanned over half a century, and included almost one hundred steamboats before it ended. Alphabetical order. If known: date of first construction /date of last service, other names, misc.

Acte: 1881/1897, formerly named the *Rosander*.

Alert: 1886/1898, small propeller.

Archie: Brought from the Des Moines River in 1880.

Ariel: Brought from the Mississippi River in 1885, formerly the *Mary D.* and *Leona*, later the *Katherine*.

Austin Middleton: 1884 tug, formerly the *Hercules* (1st) and *Katie Lilliger* and earlier built as the *Seventy Six*, (the first tug), later renamed the *Dagmar*.

Belle of Minnetonka: 1882/1892, 300ft. side-wheeler, largest boat ever built at Lake Minnetonka. Capacity of 2500 passengers.

Ben Lennox: 1884/1900, 80ft. renamed the *Manhattan*.

Blixen: circa: 1885, 40ft. propeller previously named the *Minnesota*, *Waseka*, *Me Too*, and the *Twin City*.

Bowman: Circa: 1885, small propeller, also known as the *Woodland*, *Elgin*, *Pickrel* and the *Tribune*.

Caroline: Circa: 1885, small propeller.

Cascade: 1885/1892, propeller.

Casino: 1880s-1900s, formerly *Helena*, *Nellie May* & *Wayzata*.

Charles Edward: 1886/87, 75ft. Sternwheeler.

Chicago: Circa: 1885, small propeller.

City of St. Louis: 1881/99, 160ft. first Lake Minnetonka boat over 100ft. 1st inland vessel in U.S. to be lighted by electricity.

Clermont: 1880's.

Clyde: 1884, 85ft. formerly named *Ulysses*. (unsuccessful)

Comet: 1897 propeller, frequently cruised to Stubbs Bay.

Como: 1906/1926, 70ft. propeller, Streetcar Boat, TCRT.

Commodore: 1881 supply boat, formerly the *Jeanette*.

Coney Island: 1885 small propeller, formerly the *Maplewood*, nicknamed the *Chugbug*.

Dagmar: 1876/1898, built as the 40ft tug, *Seventy Six*, renamed *Hercules* (1st), *Katie Lilliger*, and the *Austin Middleton*.

Detective: 1886/1887 propeller, (made only one trip).

Detroit: 1884, 65ft. propeller, built as the *Nina*, renamed *Winfield* and the *Fannie L.*

Dot: Circa: 1880's, small propeller.

Elgin: Circa: 1880's, propeller, originally the *Woodland*, also known as the *Bowman*, *Pickrel* and the *Tribune*.

Elmira: 1886 propeller.

Ethel B: 1890's propeller, built as *Geneva*.

Eugene: 1880's, 30ft. propeller, built as *Margaretta*, then *Golden Grain Belt*, then the *Eugene*.

Ewauna: 1900's propeller, renamed *Florence M.*

Deering, later *Little Jo*.

Excelsior: 1901/1910, 125ft built as the stern-wheeler, *George*.

Fannie L: 1880's propeller, originally the *Nina*, changed to *Winfield*, the *Detroit*, then the *Fannie L.*

Fannie L. Peck: 1884, small propeller, burned at Morse Island, (Big Island)

Florence M. Deering: 1880's, 40ft. propeller also named *Ewauna*, later named *Little Jo*. It had a condensing engine.

Florence I. Wright: 1880's, small propeller.

Flying Dutchman: 1880's, 35ft. later as *Jersey Lily* & *Minnie Cook*.

Forest Queen: 1881 propeller, renamed the *Queen*.

Fresco: 1870's propeller renamed *Why Not*.

Geneva: 1890's propeller later called the *Ethel B.*

George: 1901-10, 125,' sternwheeler, re-named *Excelsior*.

Golden Grain Belt: 1880's, 30ft propeller, previously named *Margaretta*, later the *Eugene*.

Governor Ramsey: 1860, 50ft. side-wheeler, 1st steamboat on Lake Minnetonka, renamed *Lady of the Lake*, then *Minnetonka*.

Grace: 1880's.

Harriet: 1906/1927, 70ft. Streetcar Boat, TCRT.

Hattie May: 1878/1900, 1st sternwheeler, later renamed the *Tonka*.

Hawkeye: 1880 propeller, later named *Reindeer* and *Archie*.

Hebe: 1880, 52ft. propeller, originally named *J.I.C.*

Helena: 1880's propeller, originally named *Nellie May*, later renamed *Wayzata* (2nd), then *Casino*.

Hercules: (1st) 1876/1898, 40ft. tug built as the *Seventy Six*

belonging to James J. Hill, rebuilt as the *Katie Lilliger*, then *Austin Middleton*, then the *Dagmar*.

Hercules: (2nd) 1917 tug, built at Excelsior for Twin City Rapid Transit.

Hiawatha: 1876/1887, 78ft. propeller, originally named the *Mary*, rebuilt as the *Hiawatha*, *Star*, then the *Scandinavian*.

Hopkins: 1906/1949, 70ft. Streetcar Boat, renamed *Minnetonka* in 1927, last steamboat on the lake, scuttled near others, off Big Island in 1949.

Jeanette: 1881, propeller supply boat, re-named *Commodore*.

Jersey Lily: 1885, 35ft. propeller, later named

Flying Dutchman and then the *Minnie Cook*.

John Alden: 1880's, tug.

Josie Davidson: 1894, 59ft. its engine installed in the *Plymouth*.

Junco: 1880's, propeller launch, built in New York.

Kate: 1876/1899, 45ft. propeller, renamed the *Katie May*, sunk and rebuilt as the *Saucy Kate*, finally burned in 1899.

Katharine: 1885 propeller, from the Mississippi, also named the *Mary D.*, *Leona* and *Ariel*.

Kathleen: 1899 propeller,

Katie Lilligen: 1876/1897 propeller, built as the *Seventy Six*, then named the *Hercules* (1st), renamed the *Austin Middleton*, then *Dagmar*.

Katie May: 1876 propeller, built as the *Kate*, later named *Saucy Kate*.

Kenosha: 1893/1827, 60ft. propeller, renamed the *Victor*.

Kitty: 1889 propeller,

Lady of the Lake: 1869/1873, 50 ft. side-wheeler, originally the *Governor Ramsey*, rebuilt as the *Minnetonka*, then the barge *Mermaid*.

Leon: 1885 propeller.

Leona: 1885 propeller, originally the *Katharine*, also *Mary D.* & *Ariel*.

Little Jo: 1880's/1919, propeller, originally named *Florence M.* *Deering*, then the *Ewauna*.

Lotos: 1885 propeller, originally the *Phoenix*.

Lulus: 1881/1897, 90ft. propeller, very fast.

Lulu: 1884 propeller.

Lulu: 1878, 45ft. propeller, renamed *Nautilus*.

Mabel Lane: 1893, 65ft. propeller, originally *Wildwood*.

the *Minnesota*, renamed *Waseka*, *Twin City*, and *Blixen*.

Miles Standish: 1890's dredge boat.

Milliquata: 1880's, gasoline sternwheeler.

Minneapolis: (1st) 1880/1896, 80ft. propeller.

Minneapolis: (2nd) 1906-1912, 142ft. Big Island ferryboat.

Minnehaha: (1st) 1885, 48ft. propeller.

Minnehaha: (2nd) 1906-26, 70ft. propeller Streetcar Boat.

Minnesota: 1880's/1900, 40ft. propeller, see "*Me Too*."

Minnetonka: (1st) 1860-1873, rebuilt to 58ft. (see *Gov. Ramsey*).

Minnetonka: (2nd) 1906/1912, 142ft. Big Island ferryboat.

Minnetrista: 1869, 28ft. propeller.

Minnie: 1888, propeller.

Minnie Cook: 1880's, 35ft. propeller.

Montcalm: 1886, propeller.

Muskegon: 1900's propeller.

Nautilus: 1878, 45ft. originally named *Lulu*.

Nellie May: 1880's/1906, re-named *Helena*, *Wayzata*, *Casino*.

Nina: 1880's, 65ft. renamed *Winfield*, *Detroit*, & *Fannie L.*

Okoboji: 1900's.

Olga: 1885/1906, propeller, renamed the *Ralph*.

Papoose: 1893/1893, only in service one year, burned.

Patrol: 1886, propeller.

Paul Sherwin: 1890's, propeller.

Phil Sheridan: 1866/1892, 300ft, renamed

Belle of Minnetonka.

Phoenix: 1885, Propeller, renamed *Lotos*, *Olga* and *Ralph*.

Pickrel: 1880's propeller originally *Woodland*, *Bowman*, *Elgin*, then *Tribune*.

Pilgrim: 1906 propeller, originally the *West Point*.

Plymouth: 1903/1914, 75ft. propeller excursion boat.

Priscilla: 1906, propeller tug boat.

Puritan: 1901/1914, 85ft. double deck propeller.

Ralph: 1885, propeller, originally *Phoenix*, *Lotos*, and *Olga*.

Rambler: 1874/1884, 54ft. sidewheeler.

Reindeer: 1880, propeller, formerly *Hawkeye*, then *Archie*.

Roger Lee: 1905, 35ft. renamed *Frolic*.

Rosander: 1881/1897, propeller, renamed *Acte*.

Rush: 1880's/1895, sidewheeler.

St. Albans: 1880's, propeller.

St. Paul: 1906/1912, 142ft. Big Island ferryboat.

Saucy Kate: 1878/1899, propeller, burned.

Scandinavian: 1876, originally the *Mary*, rebuilt and renamed *Hiawatha*, *Scandinavian* then the *Star*.

Seventy Six: 1876/1898 tug, (see *Hercules* (1st)).

Signal: 1880's, 40ft. propeller.

Star: 1876, 78ft. propeller, (see *Mary*).

Stillwater: 1906/1927, 70ft. propeller Streetcar Boat.

Sue Gardiner: 1868, 35ft. 1st propeller on the lake.

Tatu: 1889, first naphtha launch.

Three Friends: 1897, 26ft. propeller.

Tonka: 1878/1900, formerly the sternwheeler

Hattie May.

Topsy: 1880's private launch renamed *Eagle*.

Tribune: 1885 propeller, see the *Bowman*.

Twin City: 1880's 40ft. propeller, (see *Me Too*).

Ulysses: 1884/1905, 85ft. steel hull, re-named *Clyde*.

Venus: 1889 propeller.

Vergie: 1885 propeller, renamed *West Point*.

Victor: 1893/1927, 60ft. propeller, originally the *Kenosha*.

Waseka: 1880's, 40ft. propeller, (see *Minnesota*).

Wayzata: 1880's, 28ft. propeller, (see *Helena*).

W.D. Washburn: 1881/1912, 76ft. twin screw, re-named *Mercury*.

West Point: 1885, propeller, originally the *Vergie*.

White Bear: 1906/1926, 70ft. propeller Streetcar Boat.

Why Not: 1870's, propeller, originally the *Fresco*.

Wildwood: 1893, 65ft. propeller, renamed *Maple Lane*.

Winfield: 1880's 65ft. (see the *Nina*).

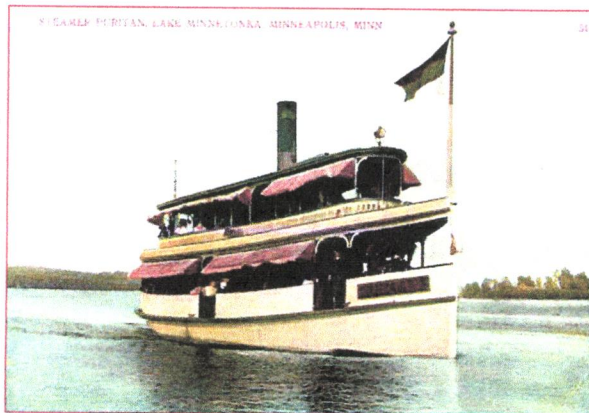
Winnogene: 1890's, propeller.

Woodland: 1885, propeller, (see *Bowman*).

Ypsilanti: 27ft propeller.

Zillah: 1890/1905, propeller, originally *Ulysses*, then *Clyde*.

Zulu: 1880's, small propeller.



Steamboat Puritan - 1901-1914, 85ft double deck propeller Excursion Boat

Manhattan: 1884/1900, 80ft. formerly the *Ben Lennox*.

Maplewood: 1880's, nicknamed *Chugbug*, later as

Coney Island.

Margaretta: 1880's, 30ft. renamed *Golden Grain Belt*, *Eugene*.

Mary: 1876, 78ft. propeller, rebuilt and renamed

Hiawatha, then *Scandinavian*, rechristened *Star*, 1887

shipped to Green Bay.

Mary D: 1885, originally *Katharine*, then *Leona* and *Ariel*.

Mayflower: 1898/1914, 70ft. propeller. Excursion boat.

May Queen: 1873/1879, 65ft. Exploded.

Mercury: 1881/1912, 76ft. twin screw, built as

W.D. Washburn.

Me Too: 1880's/1900, 40ft. propeller, built as

Lake Minnetonka Steamboat Schedule



DONALD GOODRICH, General Superintendent

V. O. LAW, General Passenger Agent

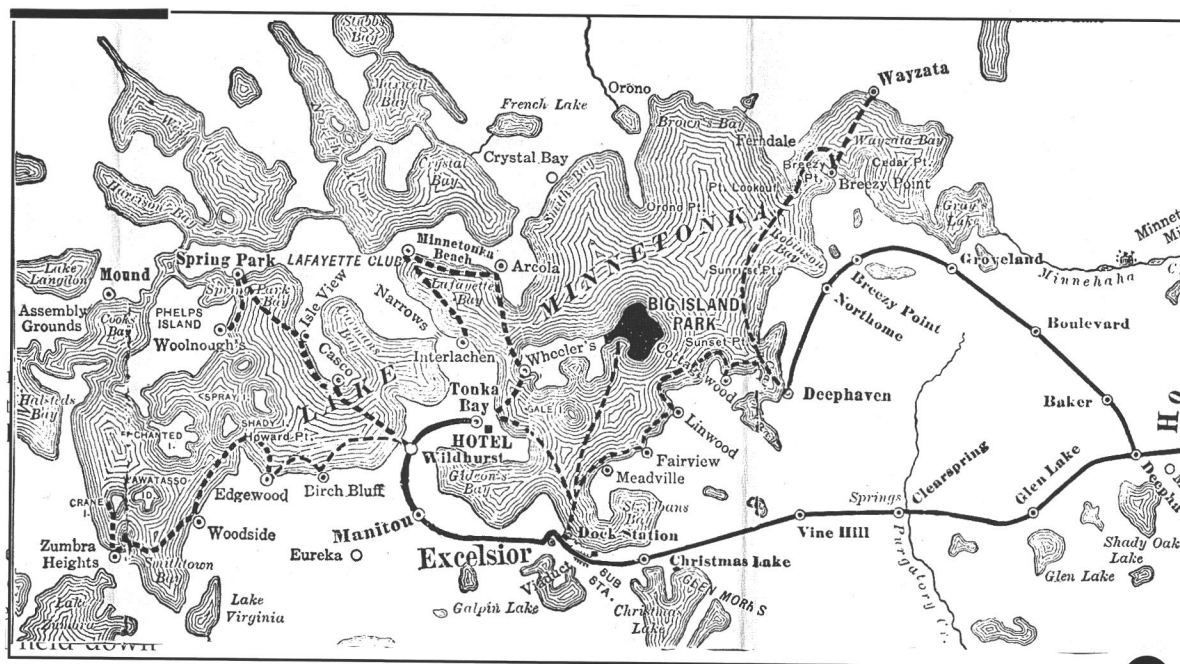
Room 306, No. 1 Eleventh St. So. Minneapolis

Telephone--Main 4500

LAKE MINNETONKA STEAMBOAT SCHEDULE

SUNDAY ONLY			EX. SUNDAY		EX. SUNDAY	DAILY	EX. SUNDAY		SUNDAY ONLY		
A. M.			A. M.		A. M.	P. M.	P. M.		P. M.		
Read down		Read up	Read up	Read down	Read down	Read down	Read down	Read down		Read down	
Lv Minneapolis	7:30	*Lv12:04	Lv Minneapolis	-----	Lv10:00	Lv12:10	Lv 2:10	Lv4:40	Lv Minneapolis	5:40	
*Lv Excelsior	*8:15	*Lv11:20	*Lv Excelsior	-----	*Lv10:45	*Lv12:55	*Lv 2:55	*Lv5:25	*Lv Excelsior	*6:25	
Lv Minneapolis	8:00	*Lv11:24	Lv Minneapolis	*Lv7:54	Lv6:00	-----	-----	5:10	Lv Minneapolis	6:10 7:10	
*Lv Wildhurst	*8:52	*Lv10:32	*Lv Wildhurst	*Lv7:02	*Lv6:52	-----	-----	*6:02	*Lv Wildhurst	*7:02 *8:02	
Lv Excelsior	*8:24	*Lv11:04	Lv Excelsior	-----	*Lv11:00	*Lv 1:00	*Lv 3:00	*Lv5:30	Lv Excelsior	*6:30	
Oakwood	8:37	10:51	Oakwood	-----	11:13	1:13	3:13	5:43	Oakwood	6:43	
Narrows	8:41	10:47	Narrows	-----	11:17	1:17	3:17	5:47	Narrows	6:47	
Casco	8:47	10:41	Casco	-----	11:23	1:23	3:23	5:53	Casco	6:53	
*Lv Wildhurst	*8:53	*Lv10:35	*Lv Wildhurst	*6:58	-----	-----	-----	5:59	*Lv Wildhurst	6:59	
Lv Wildhurst	9:02	*Lv10:31	Lv Wildhurst	-----	*7:04	-----	-----	*6:10	Lv Wildhurst	*7:04	
Casco	9:08	-----	Casco	6:52	7:10	-----	-----	6:16	Casco	-----	
Edgewood	9:15	10:22	Edgewood	6:45	-----	-----	-----	6:23	Edgewood	7:13	
So. Shady Beach	9:18	-----	So. Shady Beach	6:42	-----	-----	-----	6:26	So. Shady Beach	7:16	
No. Shady Beach	-----	10:17	Spring Park	-----	11:32	1:32	3:32	-----	Zumbra Heights	7:27	
Pembroke	9:26	10:14	Pembroke	6:36	7:19	11:41	1:41	3:41	6:32	Crane Island	7:32
Devon	9:31	10:09	No. Shady Beach	-----	11:44	1:44	3:44	-----	Enchanted Island	7:36	
Zimmerman Pass	9:37	10:03	Devon	6:31	7:24	-----	-----	6:37	Zimmerman Pass	7:40	
Enchanted Island	9:41	9:59	Zimmerman Pass	6:25	-----	-----	-----	6:43	Devon	7:46	
Crane Island	9:45	9:55	Enchanted Island	6:21	-----	-----	-----	6:47	Pembroke	7:51	
*Lv Zumbra Heights	9:50	Lv9:50	Crane Island	6:17	-----	-----	-----	6:51	No. Shady Beach	7:54	
Lv Wildhurst	*9:02	*Lv10:22	Zumbra Heights	6:12	-----	-----	-----	7:00	Edgewood	7:59	
*Lv Minneapolis	9:54	Lv 9:30	So. Shady Beach	-----	-----	2:04	-----	7:12	Casco	8:06	
-----	-----	-----	No. Shady Beach	-----	7:27	2:16	-----	-----	*Lv Wildhurst	*8:12	
-----	-----	-----	Edgewood	-----	7:32	-----	-----	-----	Lv Wildhurst	8:15	
-----	-----	-----	Casco	-----	7:39	11:53	2:26	3:53	Casco	8:21	
-----	-----	-----	Narrows	-----	7:45	11:59	2:32	3:59	Narrows	8:27	
-----	-----	-----	Oakwood	-----	7:49	12:03	2:36	4:03	Oakwood	8:31	
-----	-----	-----	Lv Excelsior	*5:27	*Lv8:02	*Lv12:16	*Lv2:49	*Lv4:16	*Lv7:45	*Lv Excelsior	*8:44
-----	-----	-----	*Lv Excelsior	*5:00	*Lv8:10	*Lv12:20	*Lv3:20	*Lv4:20	*Lv8:20	Lv Excelsior	*8:50
-----	-----	-----	Lv Minneapolis	4:15	*Lv8:54	*Lv 1:04	*Lv4:04	*Lv5:04	*Lv9:04	Lv Minneapolis	9:34
-----	-----	-----	Lv Wildhurst	-----	-----	-----	-----	-----	*Lv6:12	-----	*7:12 *8:12
-----	-----	-----	*Lv Minneapolis	-----	-----	-----	-----	-----	*Lv7:04	-----	8:04 9:04

*Boat and Car connections.



1905-1907: All boat routes start from Excelsior docks:

All four boat routes met the streetcars at the Excelsior Dock Station. The Wayzata route ran hourly and required two boats. Single boats held down the shorter Minnetonka Beach and Spring Park routes, where one boat could make a one hour round trip. Like Wayzata, the longer Zumbra Heights route required two boats, ~~_____~~.

In addition to the main connection at the Excelsior Dock Station, two other streetcar-boat connections were possible. Hourly streetcars arrived at Deephaven at 39 minutes after the hour and left for Minneapolis at 45 minutes past. The Excelsior-Wayzata boat and its Wayzata-Excelsior counterpart both were scheduled at Deephaven at 45 past the hour. This permitted a Minneapolis-Wayzata trip via Deephaven in 67 minutes versus 92 minutes via Excelsior and similarly shortened the trip to the other docks on the Wayzata line. One could also make a continuous circle trip via the Deephaven line, boat to Excelsior and Excelsior line back to Minneapolis.

Boats and trains also connected at the Tonka Bay Hotel, although these were not conveniently timed as were the other connections.

1908-1912 Boat routes split between Excelsior and Wildhurst docks

In 1907 TCRT leased the Minneapolis & St. Louis Tonka Bay branch line, to reach their newly acquired Tonka Bay Hotel. They also built a short spur to the lakeshore at Wildhurst, where they built a new steamboat dock. From 1908 until 1912, boats operating the two Upper Lake routes to Spring Park and Zumbra Heights connected with streetcars only at Wildhurst, instead of running through the Narrows to Excelsior. This saved considerable travel time and

reduced the boat requirement from six to five, so now there was always a spare boat. Because the Tonka Bay trains ran hourly, the two Upper Lake boat routes converged on Wildhurst at the same time.

The two Lower Lake routes to Wayzata and Minnetonka beach met the trains at Excelsior, but not the same train. Train frequency was every 30 minutes. The train arriving at 13 past the hour fed the Wayzata boat. The train arriving at 43 past the hour fed the Minnetonka Beach boat. Presumably this was done to spread out the crowds. Of course, on summer Sundays the trains increased to every ten minutes. Many of these were undoubtedly timed to feed the Big Island ferries, which ran every 20

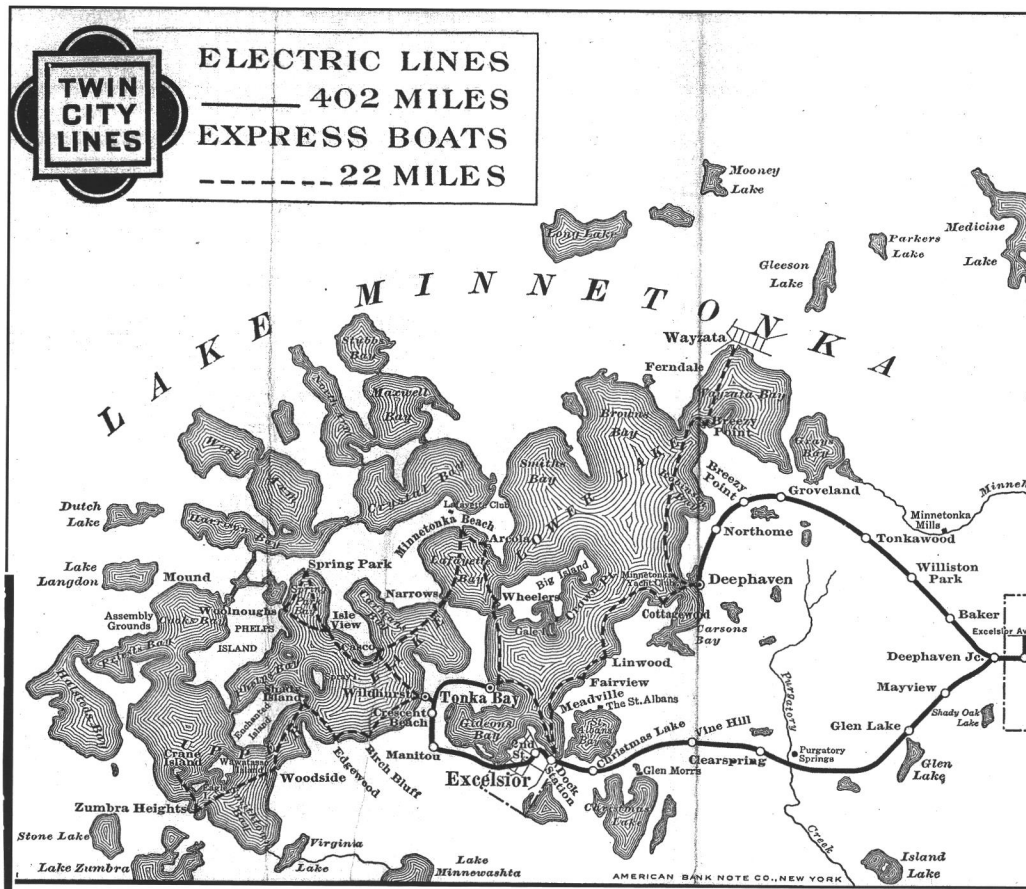
minutes at heavy times.

Even though Tonka Bay was now served by streetcar, it had been connected to Excelsior by express boat since 1906. The boat was actually a minute or two faster to Excelsior than the streetcar, because the water distance was considerably shorter. The boat and the streetcar left Excelsior at the same time, but were a half hour apart on the way back, so the effective Tonka Bay-Excelsior frequency was every 30 minutes.

1913-1926 Continuous routing

Big Island Park closed at the end of the 1911 season, along with the Tonka Bay Hotel. As part of this major retrenchment, TCRT also decommissioned its Big Island three ferries and its four older steamboats (Excelsior, Puritan, Priscilla and Mayflower), which had operated lake tours separate from the express boats. The fixed-route, scheduled express boats kept running, but TCRT devised

an ingenious way to also use them for longer lake tours.



FAST EXPRESS BOATS									
ZUMBRA HEIGHTS TO WAYZATA									
LANDINGS	Miles	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
Leave Crane Island	.00	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33
Leave Zumbra Heights	.66	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38
Leave Woodside	1.30	6:43	7:43	8:43	9:43	10:43	11:43	12:43	1:43
Leave Shady Island	2.68	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49
Leave Edgewood	3.38	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53
Leave Birch Bluff	3.98	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58
Arrive WILDHURST	4.88	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03
Leave WILDHURST	4.88	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03
Leave Casco	6.63	7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09
Leave Isle View	6.83	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14
Arrive SPRING PARK	7.33	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19
Leave SPRING PARK	7.33	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19
Leave Woolnoughs	7.98	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24
Leave Isle View	8.54	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29
Leave Casco	9.54	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34
Leave Minnetonka Beach	10.54	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39
Leave Fairview	11.39	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44
Leave Arcola	11.89	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49
Leave Linwood	12.49	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54
Leave Cottagewood	13.49	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59
Leave Tonka Bay	14.49	8:04	9:04	10:04	11:04	12:04	1:04	2:04	3:04
Arrive EXCELSIOR	14.82	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11
Leave EXCELSIOR	14.82	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11
Leave Fairview-St. Albans	15.46	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16
Leave Linwood	16.16	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21
Leave Cottagewood	16.76	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26
Leave Deephaven	18.86	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36
Leave Breezy Point	20.36	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46
Arrive Wayzata	21.86	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56
WAYZATA TO ZUMBRA HEIGHTS									
LANDINGS	Miles	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
Leave Wayzata	.00	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20
Leave Deephaven	2.94	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27
Leave Cottagewood	3.41	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32
Leave Linwood	5.04	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39
Leave Fairview-St. Albans	5.64	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44
Leave Meadowville	6.34	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49
Arrive EXCELSIOR	6.98	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54
Leave EXCELSIOR	6.98	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54
Leave Tonka Bay	8.33	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03
Leave Wheeler	9.11	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09
Leave Arcola	9.91	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14
Leave Minnetonka Beach	10.41	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19
Leave Fairview	11.26	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24
Leave Casco	12.26	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29
Leave Isle View	13.26	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34
Arrive SPRING PARK	14.01	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40
Leave SPRING PARK	14.01	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40
Leave Woolnoughs	14.61	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45
Leave Isle View	15.17	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50
Leave Casco	16.17	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55
Arrive WILDHURST	16.92	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Leave WILDHURST	16.92	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00
Leave Birch Bluff	17.92	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05
Leave Edgewood	18.52	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10
Leave Shady Island	19.12	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15
Leave Woodside	20.00	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20
Arrive Zumbra Heights	21.25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25
Arrive Crane Island	21.80	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30

Starting in 1912, the express boats covered all ports in a single continuous route

Unlike earlier years, when an individual boat ran the same route all day, each boat now ran the entire route structure sequentially. Stay on the same boat long enough and you'd see the whole lake. It was some kind of scheduling masterpiece that made this possible while still hitting the streetcar connections in both directions at Excelsior, Deephaven and Wildhurst.

This required passing through the Narrows once again to access the Upper Lake. That extra distance increased the boat requirement from five to six. That eliminated the spare boat. After two seasons without a spare, TCRT in 1915 built the express boat Excelsior, recycling the name of one of the now-gone excursion boats.

In a way that's hard to describe, the new schedule with the extra boat doubled the service to a few docks. On the Zumbra Heights line, service to Woodside, Shady Island and Birch Bluff improved from every two hours to hourly because the boat hit those docks in both directions.

Formerly, the Spring Park line had met all trains at Wildhurst and the Minnetonka Beach line met them at Excelsior. Under the new arrangement, a boat would start at Wildhurst, run the Spring Park line, then pass through the Narrows. Next it would do the Minnetonka Beach line, winding up at the train connection in Excelsior, followed by a run to Wayzata. At the same time, the other five boats were working their way up the lake from Wayzata to Excelsior to Minnetonka Beach, to Spring Park via the Narrows and then to Wildhurst. Tying the lines together lengthened the trip in one direction for Spring Park and Minnetonka Beach passengers, but the frequency doubled from hourly to half-hourly.

The crews had to be incredibly knowledgeable about the lake

and its conditions. Under the previous one-boat-per-route system, no crew served more than eight docks, now every crew had to learn 27 of them.

Touring the lake by express boat

Let's follow an express boat through a post-1912 round trip that takes it to every corner of the lake. This schedule repeated itself hourly. Specific boats were assigned to each run. In our case, we're riding the Minnehaha on run 3.

A train arrives at Excelsior at 10:15 AM. Passengers immediately transfer to the Minnehaha, which leaves for Wayzata two minutes later. At 10:42 it docks at Deephaven, where the Deephaven train is waiting during its 10:38-10:45 layover. After a three minute pause to exchange passengers, the boat departs for Wayzata, where it takes a 12 minute layover, leaving at 11:17.

We pause again from 11:40-42 at the Deephaven dock, making another perfect connection with the Deephaven car, and leave just as the next Wayzata-bound boat arrives. Arrival at Excelsior is at 12:06, four minutes before the train from Tonka Bay stops on its way to Minneapolis. The connection made, the crew gets 31 minutes to relax. At 12:45, the train from Minneapolis arrives, passengers transfer to the Minnehaha, and two minutes later we cast off for Minnetonka Beach and, eventually, Zumbra Heights. The first dock is Tonka Bay, where we connect again with the same train that fed us at Excelsior, now laying over at the Tonka Bay terminal.

From there it's on to Minnetonka Beach via the traditional route around the west end of Big Island. However, instead of retracing our path to Excelsior, as would have happened

before 1913, we head for the Narrows and the Upper Lake. We round Casco Point and call at Spring Park, which before 1913 would have been the end of the separate Spring Park-Wildhurst line. We and the boat from Zumbra Heights both arrive at Wildhurst at 1:57, and receive passengers from the Minneapolis-Tonka Bay train that arrived at 1:52. We feed passengers to the Minneapolis-bound train, which shows up at 2:03. Three minutes after docking, both boats leave, we for Zumbra and the other boat for Spring Park.

Between Wildhurst and Zumbra Heights, half the boats bypass Enchanted Island and Crane Island. Their crews get six minutes of layover. Those that stop at the two islands leave Zumbra one minute after arriving.

Our boat returns to Wildhurst, meets the Zumbra-bound boat, leaves passengers for the Minneapolis train and receives them for Spring Park. Then it's back through the Narrows, to Minnetonka Beach, and finally to Excelsior at 4:06. The boat from Wayzata slides in next to us. Three minutes later, the train to Minneapolis pulls in.

The precision timekeeping required to make all these connections was extraordinary. The trip described above took just under six hours, and covered 45 miles. The boat docked 49 times. Most of the boat/train connections required hitting windows of one to six minutes. The proof that it was a precision operation is seen in a TCRT schedule sheet from the period that measured boat travel time between docks down to the second.

Meanwhile, the trains had to travel 18, 20 and 17 miles from Minneapolis to the respective docks at Excelsior, Wildhurst and Deephaven. Train crews had six minutes of layover in Minneapolis, five minutes in Tonka Bay, and seven minutes in Deephaven. Only the Excelsior Limiteds got 23

minutes at 2nd and Water Street. There was real potential for delay within Minneapolis, where trains had to share the track with local streetcars of the Bryn Mawr, Kenwood, Bryant, St. Louis Park, Como-Harriet, Oak-Harriet, and Hopkins lines. Almost any delay could trigger a series of missed connections, yet it apparently worked.

Docks and Express Boat Service Levels

Boats were operated from May 15th through September 30th. The fare was 10 cents between any two points on the same route, 20 cents round trip, and no transfers were issued.

For most of the steamboat years, the same 23 docks were served. However, another nine docks were served for only a few of those years, and a couple for only a single year. Most were intermediate points between established docks. The real exception is Mound, which was several miles beyond the end of the Zumbra Heights line and by far the most northwesterly point ever served. To reach it required running up a dredged channel to a dredged turning loop in Lost Lake, near the Great Northern's Mound depot. The presence of fast, and much more direct GN trains ultimately defeated the boat service, which was only competitive to other points on the lake. Nonetheless, TCRT scheduled a boat every two hours in 1908 and maybe 1909, then tried again with intermittent service in 1911.

Crane Island was another dock that received intermittent service rather than hourly or every two hours.

Service levels for the four routes were every two hours in 1907. This increased to hourly in 1908, except for Zumbra Heights which remained every two hours. Zumbra became hourly in 1909, except that the smaller intermediate docks were alternated every two hours.

Except for a dip during World War I, annual boat ridership held steady at 220,000 or more through 1921. All across the country, about 1921 is always when the automobile takes hold and all types of public transportation ridership start a serious decline. So it was with the boats, dropping from 220,000 rides in 1921 to 68,000 in 1924. With declining ridership came reductions in service.

From the 1920s timetables that are available, it appears that TCRT discontinued the Wayzata and Minnetonka Beach runs completely. The upper lake routes to Spring Park and Zumbra Heights were combined

into one haphazard service that ran six times on weekdays and three times on Sundays to fewer docks, sometimes from Wildhurst and sometimes from Excelsior. A single boat was able to maintain the schedule. The last boat ran on September 15, 1926.

Commutation Rates on Lake Are Raised: Minnetonka
Minneapolis Morning Tribune (1909-1922); Apr 12, 1921;
 ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
 pg. 10

Commutation Rates on Lake Are Raised

Minnetonka Boat Fares Go Up,
Along With Other Inter-
urban Tariffs.

Substantial increase in rates for commutation tickets will be put into effect when Lake Minnetonka boats start plying on May 14, it was announced today by Donald Goodrich, nounced yesterday by Donald Goodrich, Street Railway company.

The tickets, entitling the patron to ride from Minneapolis to Wildhurst or Excelsior and continuing by boat to his destination on the upper or lower lake, were sold last season for a flat rate of \$7.75 for a book of 25. The new rate is:

25 tickets, via Wildhurst and points on upper lake \$10.00
 25 tickets, via Excelsior and points on lower lake 8.75

Other books of 25 tickets for commuters include the new schedule, granted by the Railroad and Warehouse commission in January, as follows:

Minneapolis to Excelsior \$5.00
 Minneapolis to Tonka Bay 7.25
 Minneapolis to Clear Spring-Tonka 5.00
 Minneapolis to Hopkins 4.00

The single boat fare between any two points on either the upper or lower lake will be 15 cents. The present single rail rates from Minneapolis to Excelsior is 30 cents; to Tonka Bay, 36 cents. These interurban rates went into effect after the lake season had closed.

"The increase in boat fares and commutation tickets is only in proportion with the increase in rates for the zones which have been effective for some time," said Mr. Goodrich.

MINNETONKA & WHITE BEAR NAVIGATION CO.

Steamboats on White Bear Lake?

In one of the 1900 trade journals Thomas Lowry inquired about purchasing used or new steamboats, of a size suitable for shipping by rail. We don't know what use for them he had in mind; maybe for Wildwood Park? However there were several boat builders on White Bear Lake at the time, the major one being the Ramaley Boat Company founded by John Eugene Ramaley. His father (John D.) owned and operated Ramaley's Pavilion.

Maritime Heritage Minnesota's report on White Bear Lake includes a history of steamboat building and operation on White Bear Lake. According to that report several steamboats tried operating regular service on the lake on a published schedule. MAY and ABE were operated by Captains Young and Boulter during 1900 and 1901. WHITE BEAR and WILDWOOD (2nd) were operated by John Eugene Ramaley. WHITE BEAR began operation in 1900 on a daily timetable from the Ramaley Pavilion pier at Lake Shore for destinations around the lake and evening excursions nightly to Wildwood. WILDWOOD (2nd) began regular lake service in 1901. During the summer of 1901 both steamboats were used by Ramaley's Pavilion in an effort to attract visitors to White Bear Lake. "Excursion steamers connect with all cars on White Bear & Stillwater Electric Line and Northern Pacific Railroad." Apparently these operations were unprofitable for no further mention of regular boat service has been found. WHITE BEAR was converted to a dredge during 1912 and WILDWOOD (2nd) apparently scuttled also in 1912. There was no indication that the Minneapolis & St. Paul Suburban Railway tried operating a steamboat on the lake.

The M&WBN Co. was organized during 1910; the inclusion of White Bear in the corporate name was most likely not an indication of an intent to operate a steamboat or boats on that lake but to signify the company's presence at both lakes.

LAKE STEAMERS
MAY and ABE.

Time Table.

Leaves LAKE SHORE daily at 10:15 a. m.,
WHITE BEAR, foot of Clark avenue, at
10:30 a. m.

Leaves LAKE SHORE daily at 1:45 p. m.,
WHITE BEAR at 2 p. m.

Leaves LAKE SHORE daily at 3:45 p. m.,
WHITE BEAR at 4:00 p. m.

Leaves WILDWOOD daily at 11:15 a. m., 3:15
and 5:15 p. m.

JULY 1900

NEW STEAMER
WHITE BEAR.

J. E. RAMALEY, Captain.

Time Table.

DAILY—Leaves LAKE SHORE at 10:30 a. m.,
1:45 p. m. and 4:30 p. m.

SPECIAL EVENING EXCURSIONS.
Leaves STEAMBOAT LANDING at 7:30
p. m., CLARK STREET at 8 p. m., for
Wildwood.

SUNDAY—Leaves every hour at 9:45 a. m.,

JULY 1900

WHITE BEAR LAKE STEAMBOATS

The St. Paul & Duluth R.R. in 1879 erected a pavilion 40' x 50' and a restaurant. During the 1880's naptha-powered steamboats operated from the pavilion to Wildwood Park. J. Ramaley purchased it and operated it until 1890 when he replaced it with Ramaley's Pavilion, which included a dance hall, concert stage and lunchroom.

MANITOBA

ST. PAUL

DISPATCH II *6951 61 June 96.5' x 15.4' x 5.0' 2.
A 64-ton boat built in Stillwater for Durant, Wheeler & Company (lumber business). Served as a brail boat and bow boat (log tows). 9-14-1878 hit and sunk by the packet RED WING near Savanna, Ill. Raised and refurbished, it was used as a raft boat until 1884. Portaged to White Bear Lake, it served as an excursion and pleasure boat for several years. Side paddle-wheels; capacity up to 500 passengers. It also towed a barge for dancing parties. After this service ended it was dismantled.

WHITE BEAR

Side paddle wheels. 1904-1906

WILDWOOD

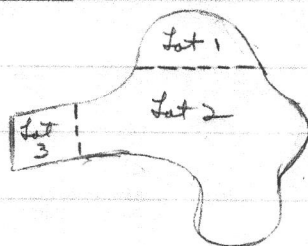
Side paddle wheels. 1906?

By 1912 most of the resort hotels had burned down. Vacation trends changed and traffic to White Bear Lake declined so much that the two steamboats at Ramaley's Pavilion were dismantled: burned to their hulls, then buried in the lake.

Real Estate Lake Minnetonka

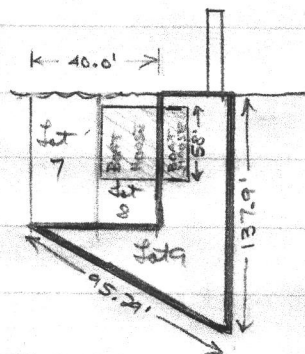
1-1-26

Big Island



Lot Lot 1	9.0 acres
Lot Lot 2	43.2 acres
Lot Lot 3 (part)	5.5 acres
	<u>57.7 acres</u>

Zumbra Heights • Boat House Property



A. L. Drum Co.'s calculation:

$$\frac{66' \times 63'}{2} = 2079 \text{ S.F.}$$

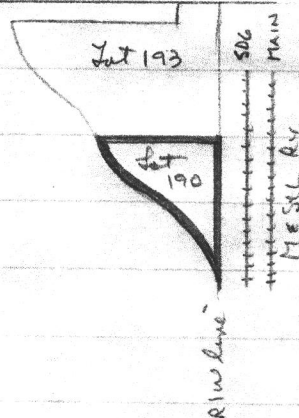
$$73' \times 23' = 1679 \text{ SF}$$

$$\underline{\underline{3758 \text{ SF}}}$$

Boat House width was not stated. East wall of boat house was 11.6' from the east lot line.

Solberg's Point Dock

Both Lots:
auditor's
subdivision
141



M. & L. Ry. had a coal yard
and ice house on Solberg's
Point 6-1883

A. L. Drum Co.'s calculation:

$$\frac{72 \times 53}{2} = 1908 \text{ SF}$$

MINNETONKA & WHITE BEAR NAVIGATION COMPANY				
STEAMBOAT DIVISION				
RESULTS OF OPERATIONS				
Year	Income	Expenses	Profit	Operating
			(Loss)	Ratio %
1907	30,950	55,192	(24,242)	178
1908	26,522	43,883	(17,361)	165
1909	24,655	36,267	(11,612)	147
1910	23,592	36,324	(12,732)	154
1911	20,295	27,551	(7,256)	136
1912	24,795	25,861	(1,066)	104
1913	24,688	29,013	(4,325)	118
1914	23,730	31,352	(7,622)	132
1915	21,032	28,979	(7,947)	138
1916	23,550	29,140	(5,590)	124
1917	20,932	33,082	(12,150)	158
1918	13,378	25,060	(11,682)	187
1919	18,149	19,685	(1,536)	108
1920	24,321	27,966	(3,645)	115
1921	22,033	28,527	(6,494)	129
1922	17,454	28,897	(11,443)	166
1923	10,817	11,960	(1,143)	111
1924	6,832	10,276	(3,444)	150
1925	13,079	11,792	1,287	90
1926	8,209	12,882	(4,673)	157
1927		975	(975)	
1928		821	(821)	
Totals	399,013	555,485	(156,472)	139
1926				
May	562			
June	1,072			
July	3,888			
August	2,481			
September	206	Last Run September 15th		
Total	8,209			

MINNETONKA & WHITE BEAR NAVIGATION CO.				
1907 through 1911 Losses				
Steamboats		5 years	73,202	
Big Island Park		5 years	14,679	
Tonka Bay Hotel		4 years	12,344	
Total			100,225	
Entire Existence Losses				
Steamboats		20 years	156,472	
Big Island Park			21,796	
Tonka Bay Hotel			13,638	
Total			191,906	
Total Investment				
Steamboats			275,785	
Big Island Park			281,472	
Tonka Bay Hotel			96,759	
Total			654,016	

MINNETONKA & WHITE BEAR NAVIGATION CO.
ACCT 503 - LAND
12-31-1925

Wildwood Park

S29-T30N-R21W: part of Govt. Lot 3 lying northerly and westerly of the railroad right-of-way	10.629 acres	Market Value \$ 53,145
S30-T30N-R21W: part of Govt. Lot 1 lying northerly of the railroad right-of-way	15.366 acres	Market Value \$ 33,000
	<u>25.995 acres</u>	<u>\$ 86,145</u>

Big Island

S14-T117N-R23W: all of Govt. Lot 1	9.00 acres	Market Value \$ 5,400
S13-T117N-R23W: all of Govt. Lot 2	43.20 acres	Market Value \$ 25,920
All that part of Govt. Lot 3 lying east of Morse Island Park	5.50 acres	Market Value \$ 3,300
	<u>57.70 acres</u>	<u>\$ 34,620</u>

Zumbra Heights Dock

S36-T117N-R24W: All of Lot 9 Auditors Subdivision 86 "Boat House Property at Zumbra Heights" $\frac{66' \times 63' + 73' \times 23'}{2} = 3758 \text{ sq. ft.}$	0.086 acres	Market Value \$ 250
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Solberg's Point Dock

S23-T117N-R23W: All of Lot 190 Auditors Subdivision 141 $\frac{72' \times 53'}{2} = 1908 \text{ sq. ft.}$	0.044 acres	Market Value \$ 200
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Account Total

Market Value \$121,215

LAKE MINNETONKA STEAMBOAT CONSTRUCTION

According to a TCRT publication the first six express boats, COMO, HARRIET, HOPKINS, MINNEHAHA, WHITE BEAR and STILLWATER, were built from designs which had been accepted after an exhaustive investigation in all parts of the country. Another source says they were designed by Royal C. Moore of Wayzata and built under his supervision in the 31st St. Shops, Minneapolis. The Twin City Rapid Transit Company was a New Jersey corporation, incorporated there in 1891. It is curious that the Camden & Atlantic Railroad (later merged into the West Jersey & Seashore Railroad) in 1895 put into operation on Great Egg Harbor Inlet between Longport and Ocean City, New Jersey, three new steamboats named AVALON, LONGPORT and SOMERS POINT. The TCRT express boats are nearly identical in appearance and dimensions. The W.J.&S. RR had two additional boats built, OCEAN CITY in 1900 and WILDWOOD in 1905, slightly larger but of the same appearance. TCRT officers and directors must have been aware of these boats and their satisfactory operation must have influenced the TCRT design.

Only two photographs of their construction have appeared. One taken in front of the 31st St. Carhouse building shows it with the superstructure over the side entrances incomplete. One taken inside the 31st St. Shop building shows it with this superstructure complete. Perhaps the boats were actually built inside the 31st St. Carhouse but due to insufficient height inside that building had to be completed inside the 31st St. Shop building. The photograph outside the carhouse building shows the boat mounted on a specially-built transportation cradle mounted on two new Baldwin #3 trucks. A towbar attached to the cradle indicates the completed boat could be pulled by a work car over the recently completed track to Excelsior for launching. According to the Mechanical Dept. records construction took place from November 1905 through March 1906, and all were launched May 7, 1906.

They were constructed of wood throughout, white oak keel and ribs, cypress planking, and oak finish: 70'0" long, 14' 10" beam, draft 5'0" light and 5'7½" coaled, displacement (coaled) 62,000 pounds. The boats were given the appearance of a standard streetcar: seating, windows, exterior painting and interior finish were identical. Lower window sash dropped into side wall pockets as on the streetcars; Kinnear rolling steel doors were used for the side entrances. Exterior colors were Canary Yellow, Light Olive trim and Aluminum striping.

Seating in the cabin was a combination of transverse and longitudinal seats on either side of an aisle. The boiler was located slightly forward of the side entrances with the engine immediately behind it, with the central aisle on either side to allow passage around the power plant. Along each aisle, athwart the boiler, were four long longitudinal benches, two on either side of each side entrance. Eight transverse seats were located ahead of the boiler, and 10 transverse seats aft of the boiler. A large curved bench seat was installed in the aft end of the cabin. The pilot's position was in the bow section of the cabin, with an eight-spoked wheel controlling the rudder, and controls for the electric bell which allowed the pilot to signal the engineer. Seating capacity of the lower deck was supposedly 65 persons.. The stairway to the upper deck was located just ahead of the boiler. The front part of the upper deck contained six slat-on-frame park-bench-type seats arranged longitudinally, three to port and three to starboard. Each seat back was hinged so it could be folded down. The rear part of the upper deck contained seven identical seats arranged transversely in the middle of the deck with a narrow aisle on each side. Seating capacity of the upper deck was supposedly 65 persons. The upper deck was open to the elements on five boats; HOPKINS was built with a canvas canopy on a steel pipe framework. Total capacity was supposedly 130 persons, although an article in the Street Railway Journal reported the total capacity as 135, 65 on the lower deck and 70 on the upper deck. TCRT equipment data sheets, of a later date, listed the seating capacity as only 106 persons. Interior colors were ceiling of Natural Oak finish; , posts and sidewalls with Cherry finish.

Mechanical equipment consisted of the following. One upright 5' x 7' Roberts Marine "Safety" water-tube 250 h.p. Boiler manufactured by the Marine Iron Works Company, Chicago. One triple expansion 5½" x 9" x 15" x 9" vertical 150 h.p. condensing engine also manufactured by the Marine Iron Works Company. Fitted with balanced piston valves on the high and intermediate cylinders, and double-ported slide valves on the low pressure cylinder. The boiler was placed in the same compartment with, but forward of, the engine. The draft was natural. Also fitted with a Jet condenser, and independently steam driven vacuum air pump, auxiliary steam driven boiler feed pump, hand test pump, and an independent exhaust steam feedwater heater. One 10 h.p. DeLaval steam turbine drove a 1 KW electric generator of 50-light capacity for electric lighting. The lighting turbine was placed in the machinery pit behind the boiler near the engine. One four-bladed bronze propeller of 46" diameter geared to a propeller shaft at a 1:1.12 ratio gave a top speed of 12 miles per hour. Approximate weight of the entire power plant was 20,500 lbs.; another source reported all the machinery weighed 14 tons total. The coal bins carried six tons of soft coal (bituminous). Weight required to submerge 1" below the waterline was 3,700 lbs.

The boats attracted much favorable attention. It was reported that a steamboat company in Italy was building a fleet of boats after the same design.

Subsequent modifications included the following.

- 1907: Install two toilets in each boat; awnings on four boats; and two air ventilators, one on the foredeck facing forward, and one on the afterdeck facing aft.
- 1910: Install one lift raft on each boat.
- 1911: Lengthen funnels and install canopies on five boats. Remove toilets and reinstall circular rear seats.
- 1915: Install two toilets with sewage tank on all six boats. Install illuminated roll signs with five readings. Install chain lockers under each foredeck with an anchor fitted to the foredeck.

Probably at this time running lights were added to the upper deck fore and aft, and an electric arc searchlight mounted on the upper deck railing above the pilot's position. Not mentioned in company records were modifications made to the hulls to cope with the abuse suffered by docking maneuvers. Large steel cutwaters were affixed to both sides of the bow to give added strength. By 1909 long rub rails had been installed on the hull sides to prevent further damage. The torpedo stern had a vulnerable point just below the aft end of the passenger cabin. Long steel plates were fitted to the chine at this location; see the photo on page 310 of COMO on the slipway.

One Pile Driver and several Scows were built during February 1907 for the dock repair crews. Several docks were also built for private persons on the lake.

Three ferry boats, MINNEAPOLIS, MINNETONKA, and ST. PAUL, were built during the winter of 1905-1906 outside on the lake shore near Deerpaven. The specific location was Capt. John R. Johnson's boat yard on Solberg's Point. Temporary sheds were erected for protection from the elements. They were double-end, triple-deck, side-paddle-wheel, steam-powered boats designed for large capacity shuttle service from the Excelsior Dock Station to Big Island Park. Each paddle wheel was driven by an individual engine. The Street Railway Journal reported that the boats were 108 ft. long with a 35 ft. beam and a capacity of 1,000 persons. During 1906 the ferry boats proved unsatisfactory due to their low freeboard. They were rebuilt during the winter of 1906-1907; the hulls were widened and lengthened. TCRT brochures give the revised measurements as 142 ft. long, 39 ft. beam, and capacity 800 persons.

Captain John R. Johnson, a Norwegian immigrant, acquired the Lake Minnetonka Navigation Co., its boats and three docks, in 1896 and renamed it the Lake Minnetonka Transportation Company. The old boat fleet was subsequently disposed of: MINNEAPOLIS dismantled 1896; BELLE OF MINNETONKA dismantled 1898; LOTUS dismantled 1898; CITY OF ST. LOUIS dismantled winter 1898-1899; SAUCY KATE burned at Solberg's Point September, 1899; and HATTIE MAY, renamed TONKA, burned at Solberg's Point

1900. A new fleet of passenger steamboats was gradually assembled. ¹⁰⁰
 MAYFLOWER: a 70 ft. single-deck, propeller-driven boat with a capacity of ~~150~~ persons, built in 1898 by George Godfrey.

PURITAN: an 86 ft. double-deck, propeller-driven boat with a capacity of 175 persons, designed by Andrew Peterson and built in 1901. It was also used to tow the barge PRISCILLA.

PRISCILLA: a barge designed for dancing parties built from the forward half of the hull of the CITY OF ST. LOUIS. ¹⁵⁰

PLYMOUTH: a double-deck, propeller-driven boat with a capacity of ~~100~~ persons, built by Andrew Peterson in 1903. ^{75 ft.}

The 125 ft. stern-paddle-wheel steamer GEORGE, with a capacity of 225 persons, was built during 1900-1901 on the lake front at Water St., Excelsior, for Dr. George LaPaul, owner of the LaPaul House, Excelsior. Unsightly and cumbersome, it nearly capsized when launched May 25, 1901. Later rebuilt, it was renamed EXCELSIOR and eventually came into the ownership of Frank Heywood, builder and owner of the the Casino at Excelsior. (W & E Boat Line) (The Heywood Line). Fitted with 1,000 electric lights and a searchlight, it was used primarily for evening moonlight excursions.

MAYFLOWER, PURITAN and PLYMOUTH were purchased in March 1906 from the Lake Minnetonka Transportation Co. Supposedly PRISCILLA was included but is not mentioned in the Construction Journals. As it was practically out of commission by 1906 it was probably quickly disposed of. EXCELSIOR was purchased in December 1906 from The Heywood Line. All were ~~used only~~ used only in excursion, sightseeing and charter services after the acquisition.

^{August 12, 1909}
 EXCELSIOR was burned on ~~August 12, 1909~~ ^{August 12, 1909}. The event was heralded in advance and great crowds came from Minneapolis to witness the spectacle.

With the closing of Big Island Park in August 1911 the ferry boat, excursion and sight-seeing services were also terminated. The three ferry boats, MINNEAPOLIS, MINNETONKA and ST. PAUL, were dismantled, beginning in July 1912. A public spectacle was made by the scuttling by fire of the MINNEAPOLIS on August 8, 1912, but rain thinned out the crowd of people.

PURITAN and PLYMOUTH were dismantled during 1915 and 1916. Accounting entries recording this process consisted of the following.

September 1912: Canopy from the PURITAN sold.
 December 1914: One boiler sold for \$800.
 September 1915: Labor cost dismantling.
 November 1915: Three lighting sets sold.
 February 1916: One 48" x 106" vertical steam boiler sold.
 June 1916: One steam boiler sold.
 August 1916: Labor cost dismantling. One 84" x 120" steam boiler sold. Net proceeds from sales of salvaged materials were \$985.

MAYFLOWER was dismantled during December 1916. Its engine was supposedly used in construction of the tugboat HERCULES in 1917.

One new express boat, EXCELSIOR, was built in the boat house at the Excelsior boat yard during May 1915 and launched June 14th. Construction utilized steel longitudinal trusses, cypress planking, oak finish, and bulkheads forming four watertight compartments. It was 73 ft. long with 14'5" beam, draft 5'1" light or 5'7" loaded, displacement 76,600 lbs. (coaled), and seated 119 persons on two decks. Mechanical equipment consisted of the following. One upright 5' x 7' Roberts Marine water-tube 250 h.p. boiler manufactured by the Marine Iron Works Co. One triple expansion 6" x 9" x 15" x 9" vertical 150 h.p. condensing engine also manufactured by the Marine Iron Works Company. One 46" propellor driven at a 1:1.3 ratio giving a speed of 14 m.p.h. at 280 r.p.m. Surface inboard condenser. Steam turbine driving a 1 KW electric generator for lighting purposes. One incandescant searchlight. Two toilets with one sewage tank. One illuminated rollsign with five readings. The distance of metacenter above center of gravity was 2'6". Weight to submerge 1" below the waterline was 3,500 lbs.

One tugboat, HERCULES, was built in the boat house at the Excelsior boat yard from December 1916 thru May 1917 and launched June 10th. Steel and wood construction with two watertight compartments. It was also equipped with firefighting equipment. The boat was 50 ft. long with 12'6" beam, displacement 44,000 lbs. (coaled), and had a draft of 4'9" light and 4'11" coaled. Mechanical equipment consisted of one 7 1/8" x 13 1/2" x 10" engine, one 4' x 7' upright fire-tube boiler, one turbo-generator, and one 44" towing propellor giving a speed of 8 m.p.h. The metacenter above the center of gravity was 4'6". The weight to submerge 1" below the waterline was 2,200 lbs.

The decline in boat patronage in the early 1920's resulted in reduced schedules requiring fewer express boats. The M&WBN Co. apparently received an offer for the land on which the dock station and boat yard were located. On September 24, 1924, the Fred W. Pearce & Company of Detroit, Michigan, proposed plans to the City of Excelsior to build an amusement park on this land. The plans were approved and construction began that fall. It was their most unusual job because they first had to fill in some 10 acres of swamp with a lake frontage of 1600 feet. The rides were built on pilings and then filled in solid ground around the pilings. This project took the entire winter. The grand opening of the new Excelsior Amusement Park (cost \$250,000) took place May 30, 1925. Amusements included: roller coaster, merry-go-round, airplane swing, ferris wheel, old mill, electric skooters, the whip, caterpillar, and a miniature railway that ran under the roller coaster track. (The amusement park also included the dance pavilion.) Steamboat operations continued during 1925 season using the existing docks in front of the dock station. The dock station probably continued in service. A relocated boat shop was built in March 1925 with materials furnished by the M&WBN Co. and labor by the Fred W. Pearce & Co. The boat slipway was eventually removed.

Express boat service was provided during the 1926 season. It appears some of the docks had been removed and use of the dock station can't be determined. However three express boats, COMO, MINNEHAHA, WHITE BEAR and the tugboat HERCULES were dismantled from April through June, 1926. In July 1926 all were towed to deep water north of Big Island and south of Brackett's Point, and scuttled by sinking. The Mechanical Dept. record cards on these boats show the three express boats as "Sunk July 1925" and the tugboat as "Sunk July 1927"; however the Construction Journals reflect actual cash transactions so the 1926 dates are presumed conclusive. EXCELSIOR was equipped for tugboat purposes during May 1926.

The remaining express boats languished, unused. In September 1927 HOPKINS was sold to Joseph DuGuise and George B. Hopkins, operators of The Blue Line. From February 1928 thru April 1928 the machinery was removed from HARRIET, STILLWATER and EXCELSIOR and one Pile Driver and stored in the Mechanical Dept. Storage House (at the Snelling Shops). Metal parts not pertaining to machinery were scrapped. Wood stored or salvaged was subsequently sold and the seats were sold to the Pearce Amusement Co., March through December 1928.

From a biography of Royal C. Moore.

The November 24, 1905, *Minnetonka Record* shouted the headline: "Moore to Build 'Em—Minnetonka Man Chosen to Construct Six Steamers for Trolley Company." The article read:

For the past three months it has been understood that the trolley company would arrange to take care of its lake traffic largely with its own boats, and now the fact has been confirmed. R.C. Moore, the Wayzata boat builder, has been engaged to draw plans for the new boats and make the moulds, as the frames which determine the shape of boats are termed. These moulds and designs will then be taken to the company's construction shops in Minneapolis, where the work will be performed under Mr. Moore's personal superintendence. The large amount of labor required makes it advisable to construct the boats in the city, but they will be essentially the product of our popular Minnetonka builder. There will be at least six, and probably seven, boats of similar design and size, built for carrying passengers to and from the streetcar terminal in Excelsior....

In order to build the six express boats, "Massive [white] oak timbers... were unloaded in Wayzata at the Moore Boat Works and carefully sawn into curved, three-inch thick solid oak ribs, with 68 for each boat."¹⁸ Once the ribs were finished, "they were reloaded on flat cars and transported to the TCRT shops at 31st and Nicollet in Minneapolis."¹⁹

18 Minneapolis Tribune February 11, 1906

19 The Minnehaha 1906-1996 page 3

TCRT streetcar boat contract handily, the strong personalities involved in Moore Boat Works and the Twin City Rapid Transit Company may have deepened the animosity between the entities as time went on. At the launch of the six express boats, the two companies unleashed their competition over dock construction and use. During 1913-15 a contentious dispute over land ownership arose that carried them all the way to the Minnesota Supreme Court, and in 1915 a seventh nearly identical TCRT streetcar boat was built with the express boats' designer and builder conspicuously absent. These conflicts could conceivably explain why no plans for the original streetcar boats have ever been located.

Ferry Boats

Said to have been designed along the lines of the New York-Jersey City ferry boats.

A local source said they were 109 ft. long and 35 ft. wide.

The installed machinery weighed twice the original design weight so the boats had less freeboard than wanted, were slower than anticipated, and were capable of carrying only a third of the passengers they were intended for. By April, 1907, the MINNEAPOLIS had a new hull, was 30 ft. longer and "proportionately broader and deeper, while her upper works remained the same." It now weighed 140,000 pounds and could carry 1,000 passengers. [Paul Marvelas history of Big Island Park.]

The Minnetonka Record of November 21, 1913, reported that the machinery had been removed from MINNETONKA and ST. PAUL and the hulls sold.

Express Boats

See Minneapolis Tribune May 6, 1906: MINNEHAHA and STILLWATER were "at the lake already". The MINNEHAHA was steamed up Wednesday [May 2nd] and both boats will be running today.

Minnetonka Record 11-19-1909: announced that the boats would be equipped with compasses and charts, allowing the pilots to maintain better speed in fog which was especially troublesome in the morning.

Late April, 1911, the boat one-way fares were increased from 10¢ to 25¢.

Charles E. Cheeley

April 13, 1906, was placed in charge of the fleet of 11 steamboats. (6 express boats, 3 ferry boats, 2 excursion boats [Puritan and Plymouth].



The Excursion Fleet at Excelsior, Lake Minnetonka, Minneapolis, Minn.

This view of the Excelsior Docks is a bit different than most. It was taken from the northeast, and it shows the streetcars that met the steamboats. Left to right are the Big Island ferry St. Paul, in its 1905 yellow paint before being rebuilt, the Puritan, an express boat and the Plymouth.

STEAMBOAT DIVISION					
ORIGINAL COST FROM THE CONSTRUCTION JOURNALS					
EXCELSIOR DOCKS					
Engineering					51
Dredging and Piling			1905		3,484
Docks			1906		29,986
Boatways and Cars			1906		4,011
Repair Shop			1906		1,005
Depot and Dock House			1907		10,590
Extend Boatway Track 150 l.f.			1911		596
Sewage System at Boat Yard			1915		1,309
Boat Shop: Material for Building			Mar. 1925		728
(Fred W. Pearce Corp. furnished the Labor.)					
Subtotal					51,760
DOCKS AROUND THE LAKE					
Dredging			1906		4,494
Docks			1906-1907		7,068
Pile Driver and Scow			1907-1908		823
Tonka Bay Docks			1908		815
Real Estate for Zumbra Heights Docks			1914		3,157
Build new Dock at Pembroke			1915		5
Pile Driver			1917		-
Land and Buildings at Solberg's Point			1921		914
(Capt. John R. Johnson's Boat Yard ?)					
(Sold October 1927 to Hopkins and DeGuise. Cancelled					
the lease for the M&StL Ry's Solberg Point property					
12-31-1927.)					
Subtotal					17,276
Total Docks Construction Cost					69,036
SIX EXPRESS BOATS					
Construction Cost			1905-1906		77,572
Install two toilets in each; awnings on four					
boats; ventilators on each			1907		1,590
One life raft for each boat			1910		698
Build canopies on five boats			1911		1,109
Remove toilets; reinstall circular rear seats			1911		17
Install toilets on six boats			1915		1,723
Illuminated signs			1915		232
Lockers			1915		128
Equip each boat with a fare register			1915		608
Subtotal					83,677
THREE FERRY BOATS (construction supervised by Capt. John R. Johnson)					
Construction Cost (included lumber for sheds)			1905-1906		64,373
108'x35' capacity 1000 persons					
Reconstruction (widen and lengthen hulls)			1906-1907		20,937
142'x39' capacity 800 persons					
Subtotal					85,310

STEAMBOAT EXCELSIOR							
	Purchase Price			Dec. 1906		3,250	
	Repair and Repaint			1907		127	
	(Engines were sold February 1910)						
	Subtotal					3,377	
THREE STEAMBOATS MAYFLOWER, PURITAN, PLYMOUTH							
	Purchased from Capt. John R. Johnson			Mar. 1906		12,500	
	Repair and Repaint			1906		478	
	Subtotal					12,978	
EXPRESS BOAT EXCELSIOR							
	Construction Cost			1915		15,688	
TUGBOAT HERCULES							
	Construction Cost			Dec 1916 to May 1917		5,719	
Total Steamboat Construction Cost						206,749	
Total Steamboat Division Construction Costs						275,585	
DISMANTLED FOUR BOATS COMO, WHITE BEAR, MINNEHAHA, HERCULES during 1926							
	Costs Incurred:			April		916	
				May		146	
				June		174	
				July		18	
				Total		1,255	
SOLD discarded Flat Boat to O. A. Johnson						5	
SOLD EXPRESSS BOAT HOPKINS						1,500	
REMOVED THE MACHINERY from HARRIET, STILLWATER, EXCELSIOR, and one Pile Driver during 1928; stored in the Mech. Dept. Storage House. Metal parts not pertaining to the machinery were scrapped. Wood salvaged was stored or sold. Seats sold to Pearce Amusement Co..							
	Cost incurred February thru April 1928					1,502	
	Salvage March 1928 thru December 1928					(816)	
	Net Cost					686	

COST OF BUILDING EXPRESS BOAT

"EXCELSIOR"

BUILT ON SWO 6203 IN 1914 - 1915 - LAUNCHED - JUNE 14, 1915.

LABOR ----- 7,718.29

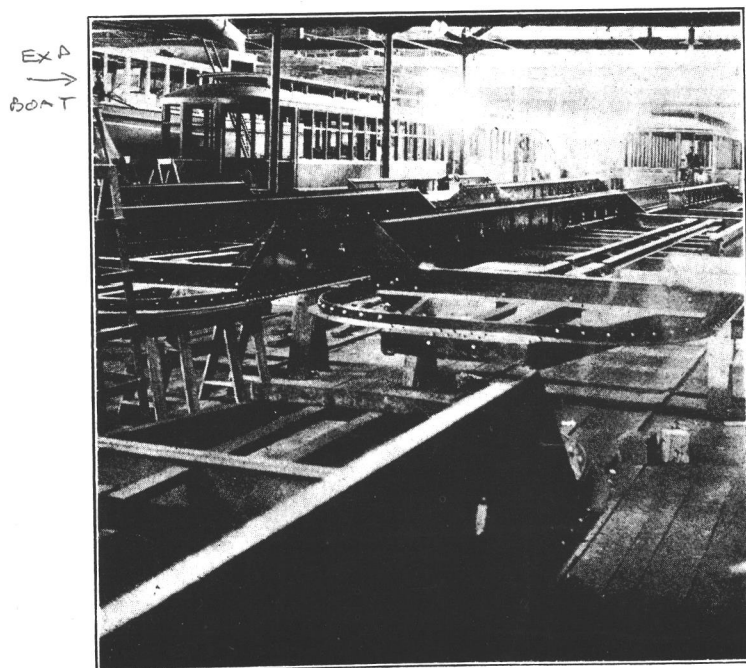
MATERIAL

Machinery - (Marine Iron Works)

1 - 6-9-15 x 9 Triple Expansion Engine; 5' x 7' Water Tube Boiler, horse shoe thrust bearing, stern bearing, stuffing box; 46" Bronze propeller, $3\frac{1}{2}$ " propelling shaft, Inboard surface con- denser	4,765.00
1- Knowles Horizontal Pump	103.21
1- Moon Turbine Generator Set	176.98
Covering Boiler (K.M.Co.)	56.00
Lumber	1,177.93
Paint	89.36
Glass	39.41
Duck	73.82
5- I Beams	75.20
1- Ritchie Spirit Compass	19.00
Sheet Steel	189.89
2- Kinnear Doors	57.30
Consultation on plans and expenses of W.J.S and F.T.H. to New York and Phila.	360.00
Miscellaneous Bolts, spikes, brass fittings, screws, lights etc.	786.12

7,969.22

15,687.51



STEEL BOTTOMS OF DOUBLE-DECK CARS IN THE SHOP

SRS 10-6-1906

More on hauling steamboats to Excelsior:

In the last issue of the Minnegazette, readers were asked to comment on the story about how the boats may have been transported from TCRT's 31st Street erecting shops to the company's docks at Excelsior. **Jim Ogland** has narrowed down the possibilities from six to ~~two~~ ^{four}. See the double wood post on the foredeck? It looks like a letter "H" or two crosses joined side by side. So far, it appears that only the Minnehaha, Como, Stillwater and Hopkins had them. The others, presumably delivered later, substituted an upright wood drum. So is this the Minnehaha? We may yet find out.

This photograph was taken at the 31st Station on Nicollet Ave., Minneapolis, in 1906. This seems to indicate the express boats were built in the space south of track 15. Refer to the map of the station as of 1902 on page 124 of EROFM. An article about construction of the 1906 style double deck cars in a 1906 issue of the Street Railway Journal contains a photograph of the interior of the erecting shop that was located on the northeast corner of 32nd St. and Blaisdell Ave. In the background of this photograph can be seen an express boat under construction with the complete center superstructure. Apparently the boats were transferred from the carhouse to the erecting shop for further construction. Height restrictions on the Lake Minnetonka line would suggest that completion of construction took place at the Lake (funnel, railings, upper deck seats).

The trucks under the cradle are Baldwin #2 or #3 with all the brake rigging removed or not yet installed. Was the towbar assembly used only for moving the boats from the carhouse to the erecting shop? Or also for moving the boats from the shops over the Lake Minnetonka line to Excelsior?



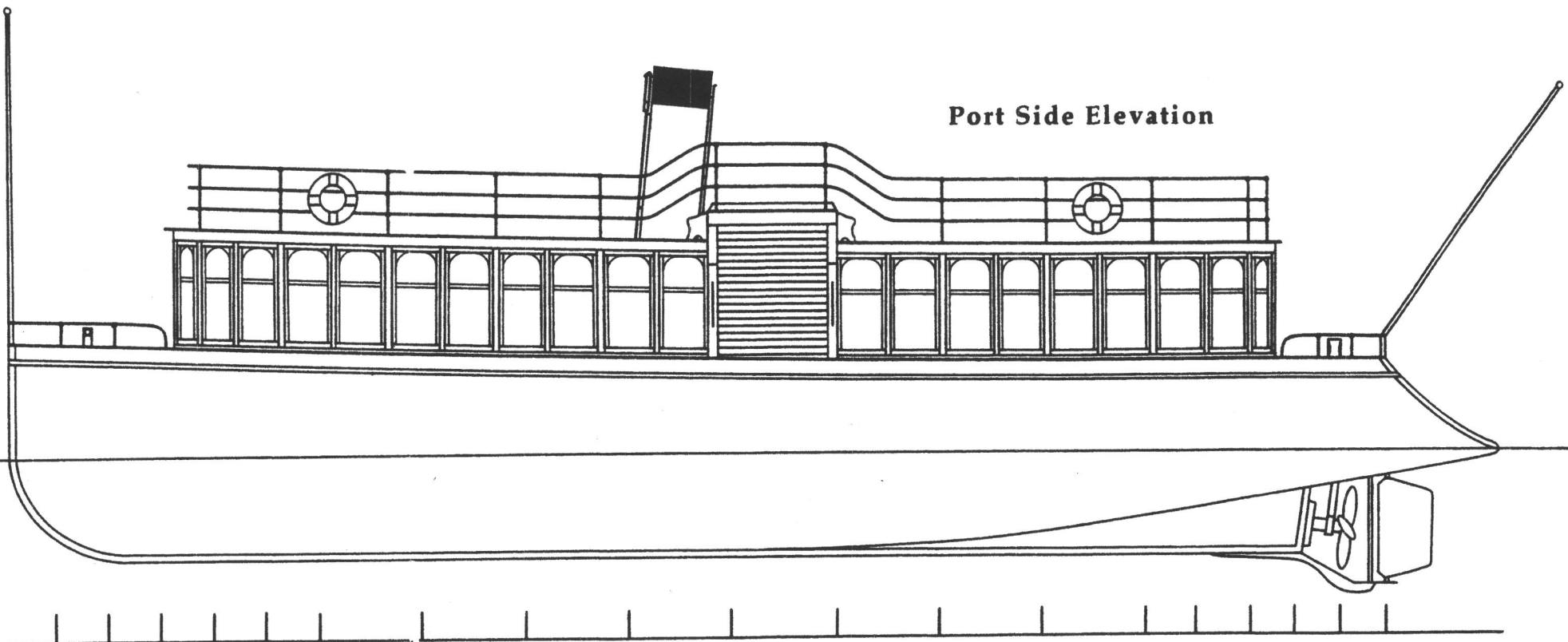
Mpls. Tribune 2-25-1906

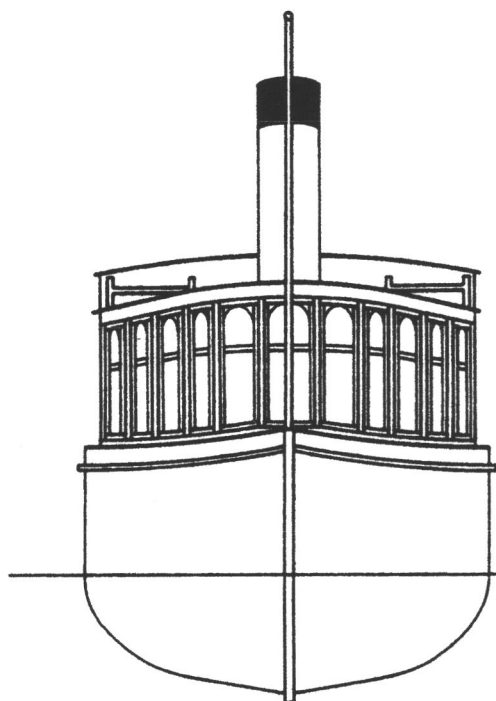
Boats will be brought to the lake on specially arranged trucks at night to avoid interference with the streetcar traffic. Several hours will be required to take each boat to the lake.

May 2, 1906

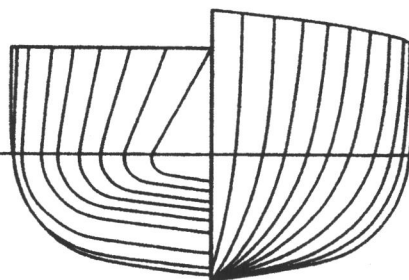
MINNEHAHA was the first boat to be launched.

Port Side Elevation

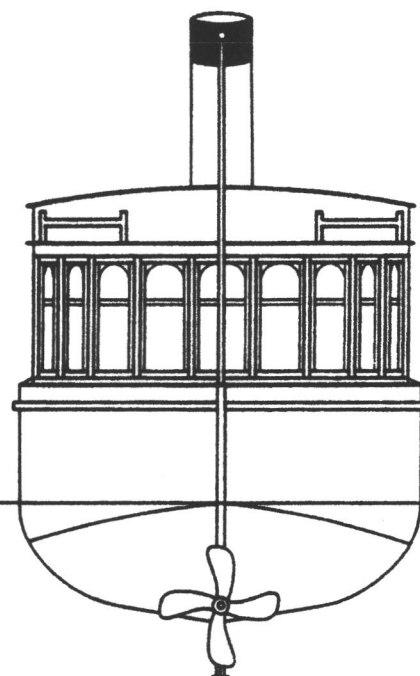




Bow Elevation



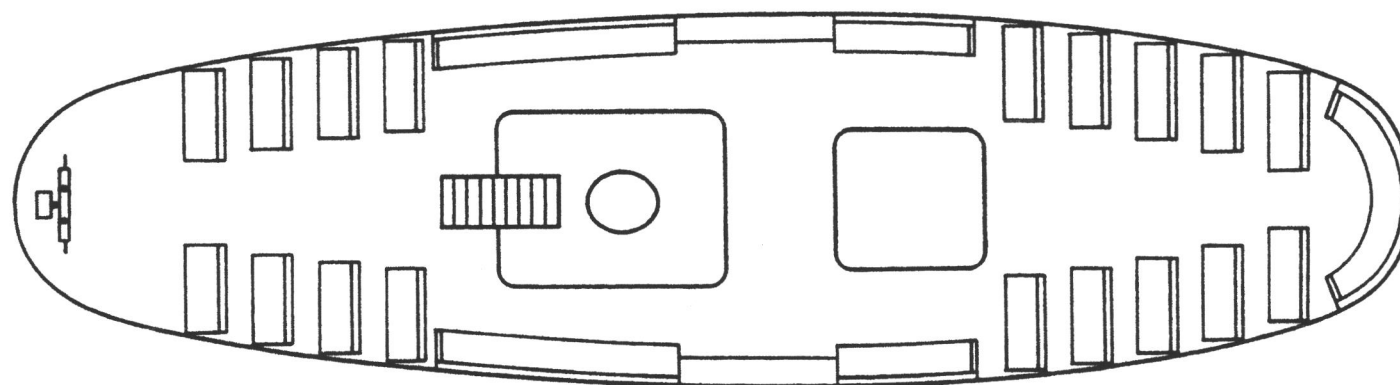
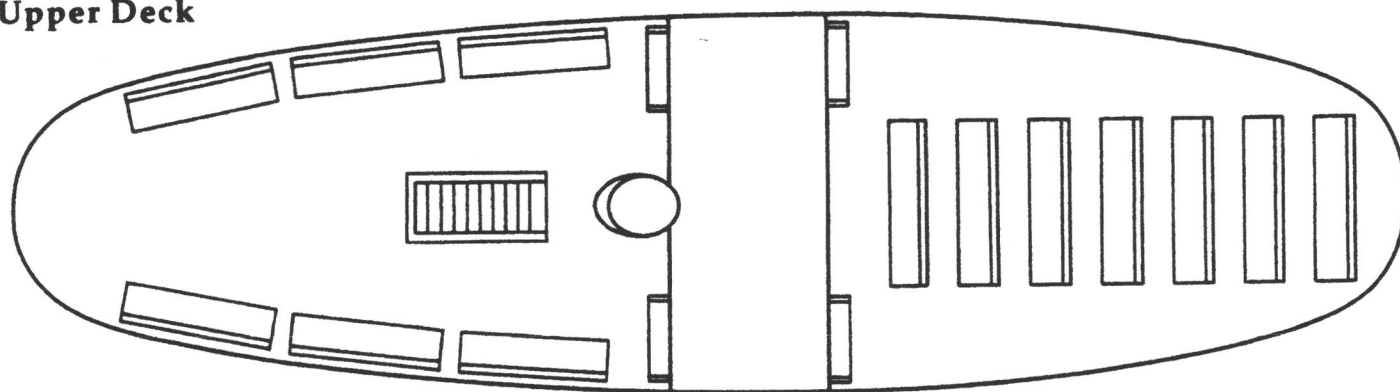
Body Plan



Stern Elevation

26

Upper Deck



Cabin Deck

27

Rules and Regulations

A

For the Government
of Employees of the

STEAMBOAT
DIVISION

No. _____

REVISED AND REISSUED
FEB. 1, 1910.

General Rules for Boatmen

The rules and regulations herein set forth apply to and govern all employees of the boat service department of the Company.

**Who
Governed
By Rules**

It is of the utmost importance that the following rules of the Company be enforced in order to make the operation safe and effective.

**Enforcement
of Rules**

Each employee will be required to render every assistance in his power in carrying out the rules herein contained, and immediately to report any violation thereof to the proper authority.

**Violation
of Rules**

Each employee whose duties are in any way prescribed in this book is required to CARRY A COPY WITH HIM AT ALL TIMES WHILE ON DUTY, and to make himself fully acquainted with the whole of it, and to OBEY ALL INSTRUCTIONS contained therein, pertaining to his duties.

**Rule Book,
Copy of**

When a person enters or remains in the service of the Company, such action will be deemed in itself an expression of willingness to fully obey all rules, regulations and special orders of the Company.

Obedience

If in doubt as to the meaning of a rule or special order, apply at once to the proper authority for an explanation, and in all cases use your best judgment and discretion.

**Rules,
Meaning of**

In addition to these rules, special orders will be issued, as occasion may require, in the form of bulletins, such orders will be fully observed, whether they conflict with existing rules or not. These bulletins will be prominently displayed at the station, and it will be the duty of ALL EMPLOYEES TO INSPECT CAREFULLY bulletin board at least ONCE EACH DAY.

Bulletins

Safety First The safety of passengers, fellow employees and equipment will be considered of first importance. Regularity and punctuality of boats, comfort and convenience of passengers, while important, will be secondary.

Service, Exclusive Uniforms Each employee of the Company must devote himself exclusively to its service. Employees must wear the prescribed uniform, and will not remove any portion of it while on duty; the same must be kept in a neat and tidy condition. Clean linen must be worn by pilots and pursers at all times and shoes kept polished. The cap must be worn at all times while on duty, placed squarely on the head to give appearance of uniform its best effect.

Personal Appearance Boatmen will not be permitted to take their boat out unless presenting a NEAT appearance. If a beard or mustache is not worn boatmen must keep themselves CLEAN SHAVEN.

Titles Pilots, Pursers and Engineers, while operating boats, will address one another by their respective titles.

Pilot in Authority The pilot is in charge of the boat and crew will follow his instructions in the safe operation of the same.

Company Affairs Boatmen will not discuss Company business with any but officials of the company in authority.

Layover Boatmen must remain on their boats while laying over at the end of their routes.

Duties of Other Employees Each employee must be familiar with the duties of the other employees so far as these duties may concern his work.

Fees and Rewards Employees are strictly forbidden to receive any fee, contribution or reward from the public or fellow employees.

Drinking Boatmen while on duty are required absolutely to ABSTAIN FROM THE USE OF ALL INTOXICATING DRINKS, FROM VISITING SALOONS, OR PLACES WHERE INTOXICATING LIQUORS ARE SOLD OR DISPENSED, OR WHERE GAMBLING IS PERMITTED; also FROM SMOKING OR CHEWING TOBACCO WHILE ON THE BOATS.

BOATMEN WITH BADGE AND UNIFORM ON ARE FORBIDDEN TO ENTER SALOONS.

Assuming any lounging attitude on the boat while the same is in motion will not be permitted.

ALWAYS TRY to avoid any difficulty with passengers. NEVER ALLOW YOURSELF TO GET ANGRY AND USE UNCIVIL LANGUAGE EVEN UNDER THE GREATEST PROVOCATION. Treat all passengers with politeness.

Answer all questions which may be reasonably asked to the best of your ability and take particular pains to familiarize yourself in regard to the different routes of the Company's boats and the various points of interest.

No excuse will be accepted for an employee getting into an argument with a passenger; but proper order must be maintained at all times in order to induce the best class of travel. Should trouble be apprehended, by calling on the Dispatcher proper assistance will be given for the trip.

Avoid all unnecessary conversation.

Be civil to passengers and courteous under all conditions.

Under no conditions will boatmen accept and carry on their person a letter or any mail matter with government postage stamp affixed.

Boatmen will report to and be recognized by Dispatcher or person in charge at least 15 minutes before boat is due to pull out. In case of disability they will send someone or telephone to explain their absence, such message to be delivered at least thirty minutes before boat time.

Extra crews must report for duty at least 15 minutes before first boat is due out each morning, unless they are otherwise assigned.

Night crews must not leave until extra crew is on duty to protect runs in case of failure of anyone to report.

After relief each employee must get his assignment for the next morning's run and sign board showing the same is understood.

Saloons

Attitude on Boat

Conduct

Answer Proper Questions

Order on Boats

Conversation Civility

U. S. Mail

Reporting for Duty

Extra Crews

Night Crews

Reliefs

Schedule Time

Boats must run on schedule time, by the time table, and make only such stops as are shown in the schedule.

Under no circumstances will boat be operated faster than schedule, except upon an order from the proper authority.

Absence from Duty

Any employee who is absent from work more than one week without notice will forfeit his standing with this Company. Any employee who is absent to exceed three days for any cause, will leave his badge and other company property with Dispatcher.

**Who Carried on Boats
Pilot Only to Operate Boat
Damage Report**

No passenger will be carried on any boat other than those engaged in regular passenger service or under charter.

No person except pilot in charge, will be permitted to operate a boat.

A damage report must be made out for all damage to Company property even though an accident report has been made.

Schedule, Responsibility for

Starting behind time or ahead of time, running recklessly, failure to stop boat properly, failure to keep a sharp lookout for passengers are violations of the duties of pilot which the purser of the boat must report promptly to relieve himself from responsibility.

Stops

Stops will not be made to pick up or let off passengers at other than regular stopping places unless the person requesting such stop presents a permit properly signed, which authorizes such stop. The exception to the above is in the case of special instructions from Dispatcher.

Boats behind time will go through to the END OF THE ROUTE unless otherwise instructed by proper authority.

Disturbance

Drinking or carousing will not be permitted on any boat.

No profane or improper language will be allowed on boats or docks either by employees or passengers.

Correct Time

Before leaving on their run in morning boatmen will obtain correct time from Dispatcher, and it will be Purser's duty to see that Engineer's clock is correct.

Packages

Employees must not take charge of or become responsible for baskets, packages or other articles of any kind which a pas-

senger may bring on the boat and must not allow the inside of the boat to become blocked with the same. Any article which cannot be carried in lap or under the seat, except musical instruments, will not be allowed in the boat.

Dogs or other animals will not be permitted on the boats.

Calling, whistling, or signalling in any manner to attract attention of people on shore, docks or passing boats is strictly forbidden.

Passengers will be permitted to smoke in any part of the ferry boats; also in express steamers excepting the crosswise seats forward of the boiler.

Handbills, dodgers or any other advertisements (unless by order of proper authority) must not be allowed to be displayed or distributed in or upon the boats.

Newsboys, beggars, peddlers or other solicitors will not be permitted to beg or offer for sale any article on the boats.

Badges should be fastened on caps with staples, punches secured by means of chain or cord and register by straps. There can then be no excuse for boatmen losing any of these articles and no excuse will be accepted if such property of the company is lost.

The Captain of the Fleet and the Chief Engineer when in uniform and during the performance of their duties in and around the boats are free riders.

Any suggestion that employees have to make for betterment of the service will be appreciated if reported to proper authority.

**Animals on Boats
Signalling**

Smoking

Advertisements

Soliciting

Badges, etc., Company Property

Free Riders

Suggestions

B

Special Instructions
to Pilots

Special Instructions to Pilots

The Pilot is responsible for the operation and safety of the boat.

**Responsibility
Signals**

He alone may give signals to the engineers and before starting will receive signal from purser that all is clear.

When purser is not prompt in giving signal he must be cautioned to act more quickly.

Safety of passengers is the first consideration and the next important is the safety of the crew.

Safety

Refuse to move the boat while passengers are occupying dangerous positions.

Pilot must run boat within 100 feet of dock as scheduled even though there are no passengers in sight.

Stops

Where there are connections with electric trains at terminals, it is important that boat arrives before the trains.

**Train
Connections**

If schedule is too fast to permit this, call attention to the matter and it will be corrected.

No whistling will be permitted except to comply with navigation rules.

Whistling

Pilots will not use whistle while at or near the Island docks.

Whenever any boat is in distress proper assistance should be immediately rendered. NO EXCUSE WILL BE ACCEPTED FOR ANY FAILURE TO COMPLY WITH THIS RULE.

**Boats in
Distress**

The Pilot will see that the proper lights are displayed on his boat at all times as required by navigation rules.

Lights

Bell signals from Pilot to Engineer will be as follows:

Bell Signals

When stationary.....	1	Go ahead.
When stationary.....	2	Go back.
When running ahead.....	3	Slow.
When running ahead.....	4	Fast.
When running ahead.....	1	Stop.
When running back.....	3	Slow.
When running back.....	4	Fast.
When running back.....	1	Stop.
When running back, 2 with pause between.)		Reverse, stop and go ahead.

**Whistle
Signals**

Whistle signals will be used as follows:

1 SHORT BLAST. Signal to pass on port side of approaching vessel.

2 SHORT BLASTS. Signal to pass on starboard side of approaching vessel.

1 LONG BLAST. To be used as warning signal of approach where other boats cannot be seen for distance of half a mile in coming to channels, short bends or curves.

1 SHORT BLAST. Given when vessel in rear desires to pass a vessel ahead on starboard side of such vessel ahead.

2 SHORT BLASTS. Given when vessel in rear desires to pass on port side of vessel ahead.

When steam vessels are approaching each other, and either vessel fails to understand a course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Landings

Pilot and Engineer are responsible for checking speed of boat at dock to make landing and must not depend on purser to use line in stopping at dock, by snubbing boat with line.

Under no circumstances will boats coming into Excelsior or Island Docks strike slip head on. Pilots will give bell in ample time to stop engines and to reverse when necessary, and engineer will act promptly on such bell signals.

Storms

Pilots will use best judgment and always adopt safe course on approach of storm, and during severe storm pilots will tie up at safe dock and under no circumstances will take chances endangering the safety of passengers and boat. Schedules will not be considered in cases of this kind.

Conversation

Pilots will politely discourage any attempts of passengers to converse with them as there is no occasion for the same.

Pilot's Cab

Pilot will under no circumstances permit passengers inside of his enclosure.

Signs

Pilots are required to see to it personally that all signs are properly set before leaving dock and when leaving end of the line, where changes of signs are made.

Buoys

Permanent spar buoys have been placed on the principal obstructions in the lake.

The following order in coloring, painting and placing them along the shore and in bays, harbors, or channels, and in open water, where obstructions are found will be observed:

1. An all white buoy indicates a reef or shoal running off shore in the open, and to pass the buoy off shore.

2. A starboard buoy will show an 8-inch red horizontal stripe, and indicates a reef, shoal, etc., on starboard side of channel on entering bays, harbors, or channels, and must be left on starboard hand in passing in.

3. A port buoy will show an 8-inch black horizontal stripe, and indicates a reef, shoal, etc., on port side of channel on entering bays, harbors, or channels, and must be left on port hand in passing in.

4. A single obstruction buoy will show an 8-inch red and an 8-inch black horizontal stripe, and indicates a single or small obstruction with channel ways on either side, and may be left on either hand in passing.

5. On reefs or broad shoals in the open that do not run off from shore, the buoys on such obstructions will have as many 2-inch black stripes (2 inches of white between each stripe) as there are buoys on the obstruction, indicating to keep away from the waters in the radius covered by said buoys.

CHAPTER 278—S. F. No. 647, Laws
1909.

An act to adopt regulations for preventing collisions upon the lakes and rivers of the State of Minnesota.

Be it enacted by the legislature of the State of Minnesota:

REGULATIONS.—Section 1. That the following regulations for preventing collisions shall be followed by all vessels navigating all lakes and rivers of the State of Minnesota:

PRELIMINARY.—In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and

Every vessel under steam, whether under sail, or not, is to be considered a steam vessel.

The word "steam vessel," shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules, when she is not at anchor, or made fast to the shore, or ground.

RULES CONCERNING LIGHTS, ETC.—The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

RULES CONCERNING LIGHTS.—Sec. 2. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

RULES FOR STEAM VESSEL UNDER WAY.—Sec. 3. A steam vessel when under way shall carry:

(a) On, or in front of the foremast or, if a vessel without a foremast, then in the forepart of the vessel a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such character as to be visible a distance of at least five miles.

(b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible a distance of at least two miles.

(d) The said green and red side lights shall be fitted within board screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) All steam vessels (except seagoing vessels and ferry boats) shall carry in addition to green and red lights required by article two (b), (c), and screens as required by article two (d), a central range of two white lights. The headlight shall be so constructed as to show an unbroken light through twenty points of the compass, namely, from right ahead to two points abaft the beam on either side of the vessel, and the after light so as to show all around the horizon.

SAILING VESSEL LIGHTS TO BE CARRIED.—Sec. 4. A sailing vessel under way or being towed shall carry at the mast head a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all around the horizon at a distance of at least five miles.

ROW BOATS—LANTERNS TO BE CARRIED.—Sec. 5. Rowing boats whether under oar or sail shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

STEERING AND SAILING RULES—PRELIMINARY—RISK OF COLLISION.

—Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

SAILING VESSELS APPROACHING ONE ANOTHER.—Sec. 6. When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

STEAM VESSELS APPROACHING ONE ANOTHER.—Sec. 7, Rule No. 1. When steam vessels are approaching each other head and head, that is, end on, or nearly so, it shall be the duty of each to pass on the port side of the other; and either vessel shall give as a signal on her intention one short and distinct blast of her whistle which the other vessel shall answer promptly by a similar blast of her whistle, and thereupon such vessels shall pass on the port side of each other, but if the course of such vessels are so far on the starboard of each other as not to be considered as needing head and head, either vessel shall immediately give two short and distinct blasts of her whistle which the other vessel shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

The foregoing only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision; in other words, to cases in which, by day, each vessel sees the mast of the other in a line, or nearly in a line, with her own; and by night to cases in which each vessel is in such a position as to see both the side lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or where a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

Rule No. 2. If, when steam vessels are approaching each other, either vessel fails to understand a course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Rule No. 3. Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, such steam vessel, when she shall have arrived within a half mile of such curve, or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast, given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

When steam vessels are moved from their docks or berths, and other boats

are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend, but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing rules.

Rule No. 4. When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall put her helm to port; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall put her helm to starboard; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached the point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals.

The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of a passing vessel.

Rule No. 5. The whistle signals provided in the rules under this article, for steam vessels meeting, passing or overtaking, are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the day time by a sight of the vessel itself, or by night by seeing its signal lights.

STEAM VESSELS CROSSING.—Sec. 8. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

STEAM AND SAILING VESSELS INVOLVING RISKS OF COLLISION.—Sec. 9. When a steam vessel and a sailing vessel or rowing boat are proceeding in such direction as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel or rowing boat.

COURSE AND SPEED.—Sec. 10. Where, by any of these rules, one of the two vessels is to keep out of the way, the other shall keep her course and speed.

CROSSING AHEAD OF THE OTHER.—Sec. 11. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

SLACKENING OF SPEED.—Sec. 12. Every steam vessel, which is directed by these rules to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

OVERTAKING OF ANOTHER VESSEL.—Sec. 13. Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally passed and cleared.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel, and keep out of the way.

IN NARROW CHANNELS.—Sec. 14. In narrow channels every steam vessel

shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.

SAILING VESSELS TO KEEP OUT OF WAY.—Sec. 15. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets or lines or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels or boats.

CONSTRUCTION OF RULES.—Sec. 16. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

WHEN VESSELS ARE IN SIGHT.—Sec. 17. When vessels are in sight of one another a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

NO VESSEL UNDER ANY CIRCUMSTANCES TO NEGLECT PROPER PRECAUTIONS.

RULES NOT TO EXONERATE.—Sec. 18. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

VIOLATION.—Sec. 19. That every pilot, engineer, mate or master of any steam vessel, and every master or mate of any barge, who neglects or refuses to observe the provisions of this act, or the regulations established in pursuance of the preceding sections shall be liable

to a penalty not to exceed fifty dollars, and for all damages sustained by any passenger in his person or baggage by such neglect or refusal.

PROVIDED, that nothing herein shall relieve any vessel, owner or corporation from any liability incurred by reason of such neglect or refusal.

Sec. 20. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

Sec. 21. This act shall take effect and be in force from and after its passage.

Approved April 20, 1909.

Overloading Passenger Vessels.

Revised Laws of Minnesota 1905.

Section 4888. Every person navigating a vessel for gain who shall wilfully or negligently receive so many passengers or such quantity of other lading, on board, that by means thereof it shall sink, be upset or injured, and thereby a human being shall be drowned or otherwise killed, shall be guilty of manslaughter in the second degree. Whenever in such case human life shall only be endangered, he shall be guilty of a misdemeanor.

Sec. 4889. Reckless operation of steamboats and engines.—Every person having charge of a steamboat used for the conveyance of passengers or of a boiler or engine thereof, who, from ignorance, recklessness, or gross neglect, or for the purpose of excelling any other boat in speed shall create or allow to be created, such an undue quantity of steam as to burst the boiler or other apparatus in which it is generated or contained or to break any apparatus or machinery connected therewith, whereby the death of a human being is occasioned, and every engineer or other person having charge of a steam boiler, steam engine, or other apparatus for generating or applying steam employed in a boat or railway, or in a manufactory or in any mechanical works, or otherwise, who wilfully or from ignorance or gross neglect shall create or allow to be created such an undue quantity of steam as to burst the boiler, engine, or apparatus, or to cause

any other accident whereby the death of a human being shall be caused, shall be guilty of manslaughter in the second degree.

C

Special Instructions
to Pursers

Special Instructions to Purser

Pursers will provide themselves with at least \$5.00 change before reporting for duty. They will not be allowed to take boat out of dock with less than this amount. They will not give out pennies for change to passengers unless they run short of change and it is absolutely necessary to do so, but will, however, take up pennies when offered for fare.

Change

When a purser makes change for a passenger he will be particular to return same immediately to proper party before making any other collections; and under no circumstances will purser accept money offered for fare which he is not prepared to change.

Purser must collect a fare from every passenger on boat except as follows:

Free Riders

Children under six years of age when accompanied by parent or guardian, provided not more than three such children are in the care of one person. A fare should be collected from each child in excess of this number. Chief engineer and captain of fleet when in uniform and working in and around boats.

On presentation of proper credentials, purser will, on request, issue receipt for fare paid by Postoffice Inspector or Special Postoffice Agents.

Receipt for Fare

Purser will commence collection of fare immediately upon leaving regular scheduled docks where passengers have been taken on, and notify passengers by announcing in a distinct voice, "FARES READY, PLEASE."

Collection of Fare

Fares will be collected singly, except in case where a passenger pays for two or more, then they must be registered at once.

Register will be so suspended and hang in front of purser so that dial will be at all times visible when boat is on its run. Only when making landings

Register

	when purser must leave boat to tie line will he be permitted to hold register under arm.	
Purser's Position	While at docks receiving or discharging passengers the proper position for the purser is at the gang plank or entrance where he may assist passengers to promptly board or alight from the boat.	
	His manner will be respectful but firm and the loading of boats must be without delay.	
Questions	Questions must be answered correctly and briefly and courtesy will be shown to passengers at all times.	
Train Connections	Where connections are to be made at opposite terminal, proper announcements of the fact should be made at frequent intervals.	
Be Prompt, But Careful	Just as the last passenger boards the boat, and as soon as safe to do so, lines should be cast off, and the pilot signalled "All right" so that the engines may be gotten under way by the time the passengers are loaded.	
Safety	The safety of passengers must never be sacrificed for speed.	
Call Docks	Immediately after leaving each dock purser will call out distinctly in all parts of the boat "Anyone for the next dock" naming it, and immediately notify pilot accordingly.	
Conversation	While boat is on its run purser's conversation with pilot will be limited to informing him at which points along route passengers wish to alight.	
Repairs Needed, Report of	Before leaving the boat in the evening the purser should compare notes with the crew and ascertain all existing defects and make a written report of the same to the dispatcher. If necessary repairs are not made by the following day a second report should be made and marked "second report." If repairs are still neglected attention of the proper authority should be called to the matter.	
Landings	Purser will be careful in making landings not to tear off cleats or break lines. Pilots and engineers are responsible for checking speed of boats.	
	Pursers will make out trip sheets and envelopes, giving all information called for by the various forms. Care must be used to see that the trip sheets and envelopes are correct in every particular, footings, being cross checked.	Trip Sheets
	All tickets, transfers, etc., must be cancelled, placed in envelope and turned in at end of each trip.	
	In every instance be particular when leaving any regular scheduled dock to enter on trip sheet exact time boat leaves, regardless of time-card time.	Actual Leaving Time
	Do not show trip sheets or give information regarding receipts except to authorized persons.	
	In order to avoid running short of stationery with consequent complications, pursers must anticipate their requirements for receipts and other forms so that there will be no excuse for lack of same.	Necessary Forms, Supply of
	Separate trip sheets and envelopes are required for change of register, boat, pilot or line.	Change of Boat, Pilot, etc.
	Pursers will before taking boat from dock station, note "total register" on trip sheets. Do the same when returning boat to the dock, also when being relieved.	Total Register
	Trip envelopes must be sealed at the end of each trip and turned in with cash and trip sheets to the dispatcher or clerk, who will receipt for them. It is imperative that date, time, mileage and boat name, also the route, be put on trip sheets when transferring boats to and from any points on the system.	Trip Envelopes
	Transfer envelope must correspond with trip sheet.	
	Turn the register back at the end of each half trip, NOT BEFORE so as to accord with the direction in which boat is going.	Register
	On trips leaving Excelsior Docks or Wildhurst register will be set to read "Out," fares will be entered under "O" on top of trip sheet; and leaving other end of trip register will be set to read "IN" and fares will be entered under the "I."	"In" "Out"

Register Out of Order If register gets out of order and fares are collected which cannot be registered, keep account on trip sheet and envelopes for each half trip, adding the amount of fares together to secure the correct "total register," also notify the person who changes the register what ENDING NUMBER should be.

On back of trip sheet, note what register ending was when it gave out; also how many fares were collected afterwards; also verbally notify dispatcher at earliest opportunity.

Transfers Transfers, when issued, must be issued immediately upon collection of fares.

Defective Transfer or Ticket Pursers will, when refusing to accept a defective transfer or coupon, give passenger, as briefly as possible and in a polite manner, the reason for refusing same.

Unused or Mispunched Transfer Transfers which have been mispunched, for which new ones were issued; also transfers which were punched ahead and not used, will be turned in, in current trip envelope attached to form 414.

Late Transfers or Tickets Pursers will exact CASH FARES from any passengers presenting "late" transfers or coupons or from any passengers boarding boat at wrong transfer point.

Ejectment If a passenger refuses to pay cash fare, keep transfer or coupon and eject the passenger, using no more force than necessary.

(See rules regarding ejectments.)

Accident Report An accident report will be made out concerning the facts, and witnesses secured. (See rules regarding accidents and witnesses.)

Such transfers or coupons are not to be registered, but in all cases will be attached to the accident report.

Turn in All Cancelled Transfers, Etc. Transfers, coupons and all tickets must be cancelled and turned in in envelope of trip on which they were taken. Transfers or coupons held and put in a later envelope will not be accepted without special consent of Superintendent obtained at office.

Cashing in Pursers when cashing in and making settlement with the clerk are to remain

at the counter until the money is counted and the trip sheet and envelopes are re-
cepted for.

Transfers must be turned in at the same time together with register and punch, at end of day's run.

Settlement for all overages or shortage must be made within twenty-four (24) hours after purser's number is posted on shortage bulletin.

Purser will sign his name in ink.

Boat must never be started or signalled to start at any point on the line until all are safely aboard, or those alighting are fully and safely on the dock or landing.

Pursers will not converse with passengers unnecessarily and must not discuss company affairs. Do not allow your attention to be diverted from your duty.

Pursers will see that all seats provided in boats are properly utilized.

Where some one is occupying more space than entitled to, politely request that unnecessary space be vacated so that others may be accommodated.

Do not permit passengers to put their feet on the seats or window sills.

A careful search will be made at the end of each trip for articles left on boats by passengers and any such found must be turned in at the first opportunity to dispatcher at Excelsior docks.

Give no information to passengers relative to articles claimed to have been lost, but politely refer them to dispatcher at Excelsior docks for such information.

Purser will use line only to hold boat at dock for safe landing or boarding of passengers and will not use same to snub boat as pilot and engineer are responsible for the proper landing and stopping of boat.

All disputes with passengers over collection of fares or any trouble or disturbance of a boisterous or quarrelsome character which occurs on the boats must be reported the same as an accident.

Return Company Property

Overages

Starting Boat

Conversation With Passengers

Seats

Lost Articles

Snubbing Boat

Disputes

**Keep
Informed**

Pursers must be in possession of all information possible pertaining to their own routes as well as to the other boat schedules, time of arrival and departure of trains and general information so that questions can be correctly and promptly answered.

**Comfort of
Passengers**

The comfort of passengers must be carefully looked after. During warm weather make it a point to see that all windows are kept down so that passengers will get as cool and breezy an effect as though boat were of the usual open construction. Shades should also be drawn on the sunny side of boat and when so drawn it should be done evenly all along as to give it a uniform appearance.

**Appearance
of Boat**

Purser is responsible for the neat appearance of the boat and will see that the same is kept in a cleanly condition, papers being picked up and all other litter being promptly removed.

Dry Seats

When conditions warrant windows and sills should be wiped off. Seats on upper deck should also be wiped off.

**Flags and
Pennants**

Purser will properly display flags and pennants on taking charge of the boat in the morning and see that the same are properly cared for when boats are tied up in the evening, also in case of threatened rainy weather, flags should be taken down before the rain falls.

Newspapers

Newspaper packages properly addressed will be delivered to proper destination docks.

FERRY BOATS.

Ferry Boats

As soon as ferry boats leave Excelsior or Big Island Park, pursers will station themselves at top of stair case in front of boat, see that chains are fastened in place and stand guard there to see that passengers are not permitted downstairs to main deck until boat has been docked and pilot has given signal that passengers can be landed. Chains can then be taken down and passengers permitted to land. Purser will see that chains at both ends of engine room are securely put in place before boat takes

on passengers and that these chains are kept in place until boat is docked.

When ferry boats leave docks at either end of route, purser will see that rudder not in use is properly locked before boat gets under way.

Conversation with Passengers Engineers will not be permitted to converse with passengers in reference to boilers, engines, or the boats in general. If passengers ask questions, they should be answered briefly and politely, but engineers will avoid entering into a long conversation with passengers.

Accidents See rules relative to accidents and ejections.

D

Special Instructions to Engineers

Special Instructions to Engineers

Before taking boat out on first trip the engineer must inform himself as to whether or not engines and all other equipment are in proper order, that an ample supply of coal and other necessary material is on hand.

**Inspection
of Engines**

He is responsible for the running and care of machinery and boilers.

**Responsi-
bility**

He must respond to signals from pilot promptly and correctly.

Signals

He must keep himself informed of the movements of the boat while landing at dock to avoid accident, and will assist in making proper landings by intelligent handling of the engines.

Landings

Under no circumstances will he attempt to dictate when boats should start, or in any way interfere with their operation.

He will only be responsible for schedules as far as the running and condition of machinery are concerned.

Boiler or machinery pit as well as the machinery itself must be kept in a neat and sightly condition at all times.

Each engineer must provide himself with at least two complete suits of regulation overalls with cap, and must wear a clean suit at all times while on duty.

**Personal
Appearance**

Unless absolutely unavoidable, no unnecessary noise, such as blowing out boiler, etc., will be permitted while steamers are at the docks. This work will be done while out on the lake.

**Blowing
Out Boiler**

At the same time care must be taken not to inconvenience passengers while so doing.

Where boats are heavily loaded, engineers must not lounge in passage-ways, or in front of windows, nor sit in the cane seats with greasy clothes.

**Lounging
Attitude**

F

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GOODRICH LOWRY
1070 WEST FERNDALE ROAD
WAYZATA, MINN. 55391

1/29/80

Dear Russell:

I received the enclosed from a grandson of Willard Hield, former general manager of the T. C. R. T. Co. I thought it might fit into one of your files.

With my best regards,

Goodrich

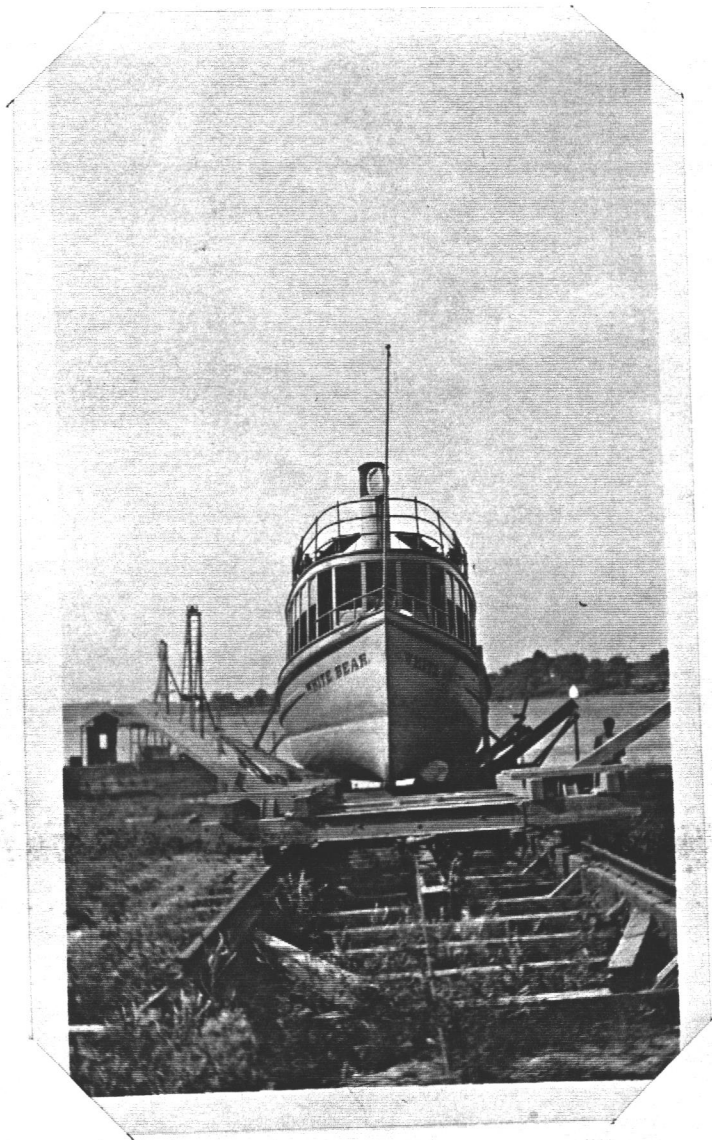
SERVICE TEST and SPEED TRIALS
ON THE STEAMBOAT "WHITEBEAR".

by

CLIFFORD C. HIELD.

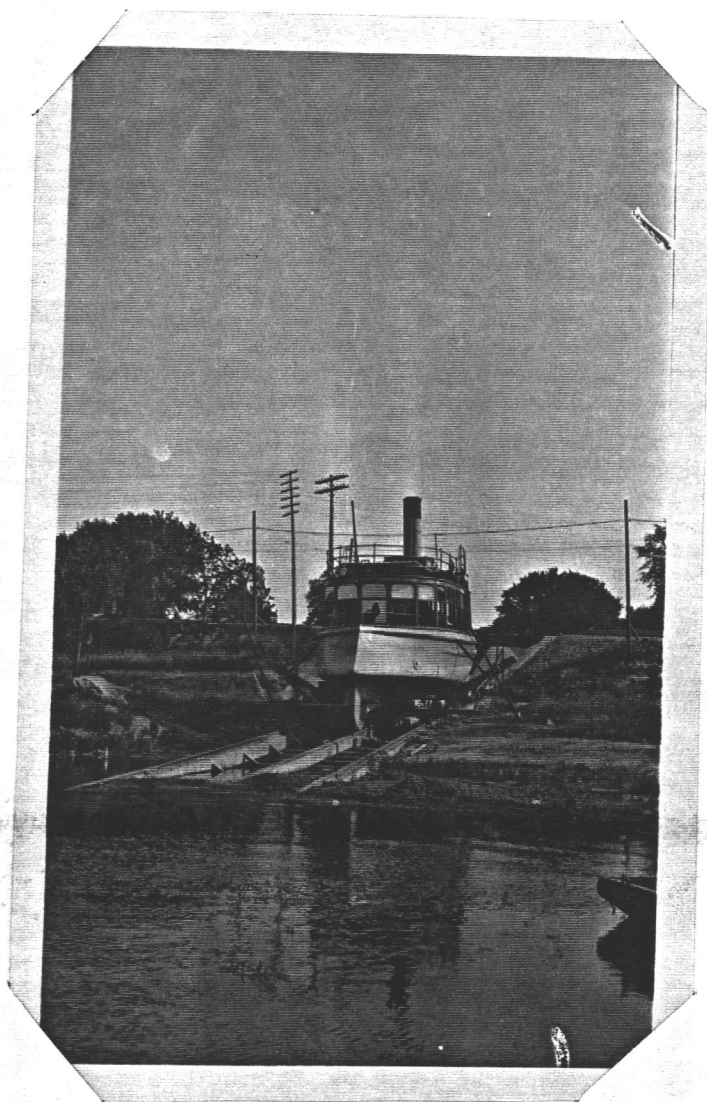
Course II

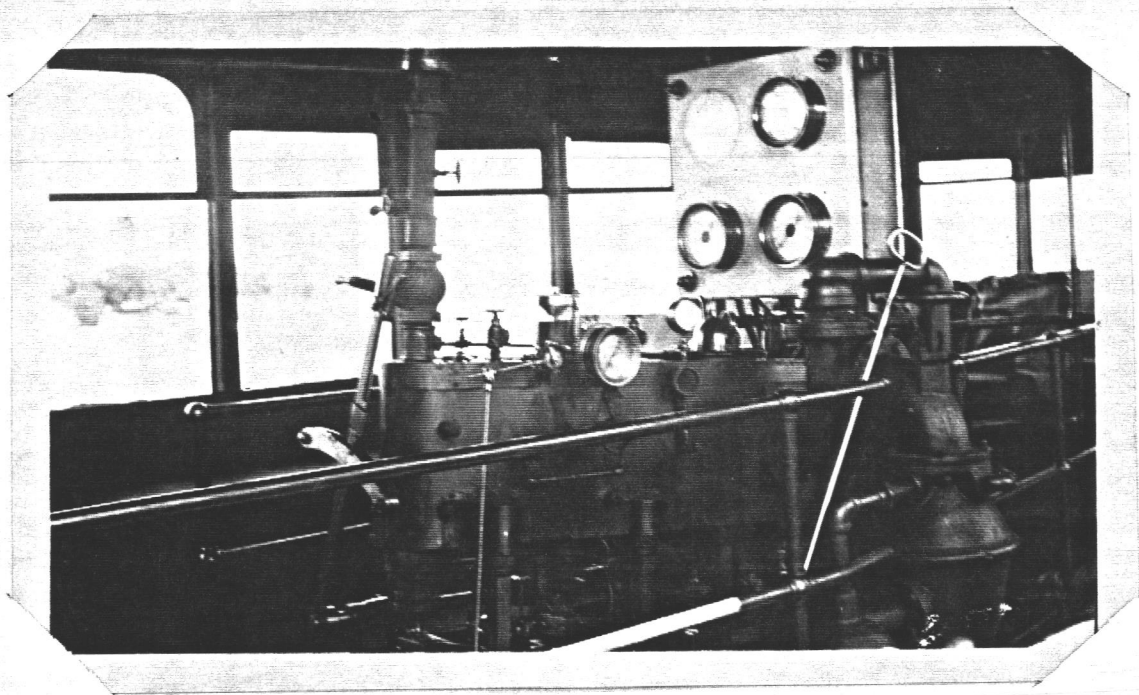
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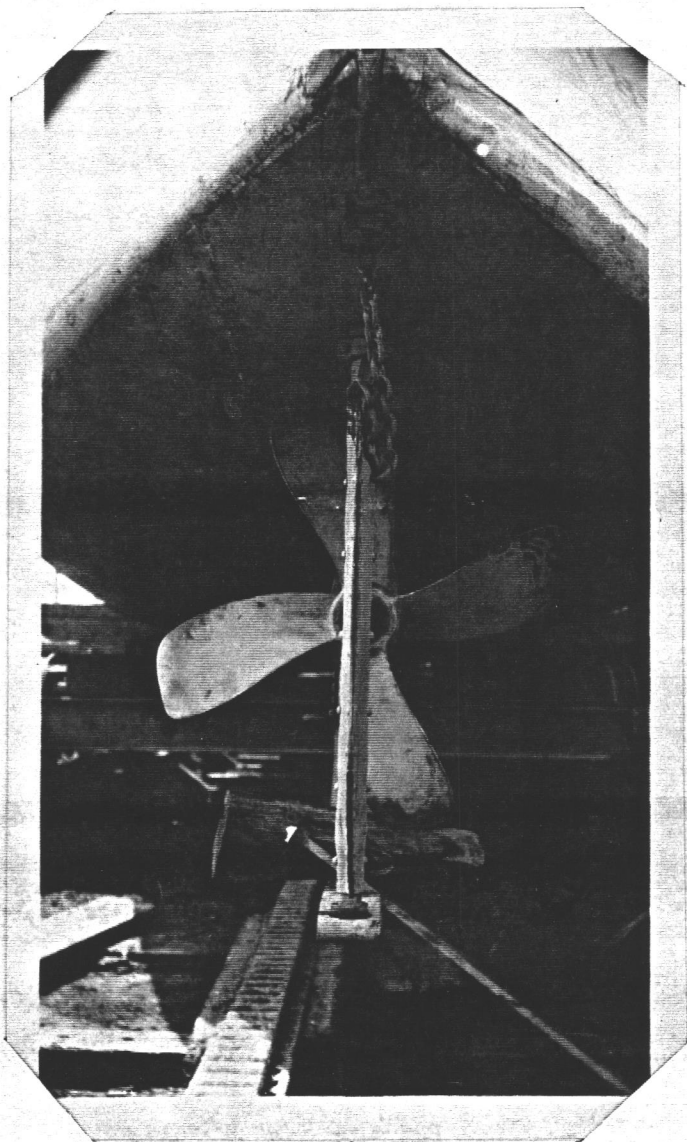


ADVERT-8
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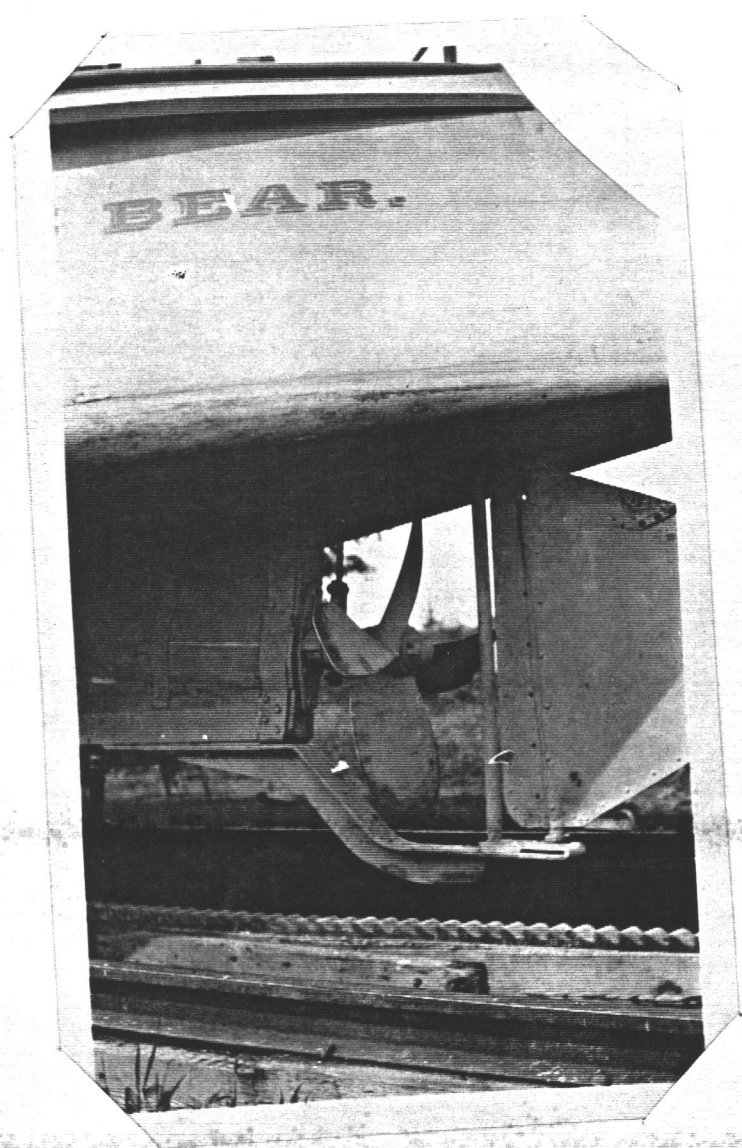


Looking to the rear
of the boat



The lighting switch-
board is behind
the gauge-board

PROPERTY OF
PV1105D



Progressive Speed Trials of the Steam Passenger
Boat "Whitebear."

The steam passenger boat "Whitebear" is a wooden single screw boat designed by Moore of Wazata, Minnesota and built under his supervision in the shops of the ^{Twin} ~~Trail~~ City Rapid Transit Company in Minneapolis, Minnesota. She was built for the purpose of carrying passengers on Lake Minnetonka, Minnesota.

Her engine was built by the Marine Iron Works Company of Chicago, Illinois; is triple Expansion, vertical, condensing, fitted with balanced piston valve on the High and Intermediate cylinders and a double ported slide valve on the low.

Steam is furnished by a Roberts Marine Boiler built by the Marine Iron Works Company. The boiler is placed in the same compartment with, but forward of the engine. The draft is natural. The boat is fitted with a Jet condensor, ~~steam~~ fitted with an independently ^{steam} driven vacuum air pump, auxiliary steam driven boiler feed pump, hand test pump, and an independent exhaust steam feed water heater. The approximate weight of the plant is 20,500.*

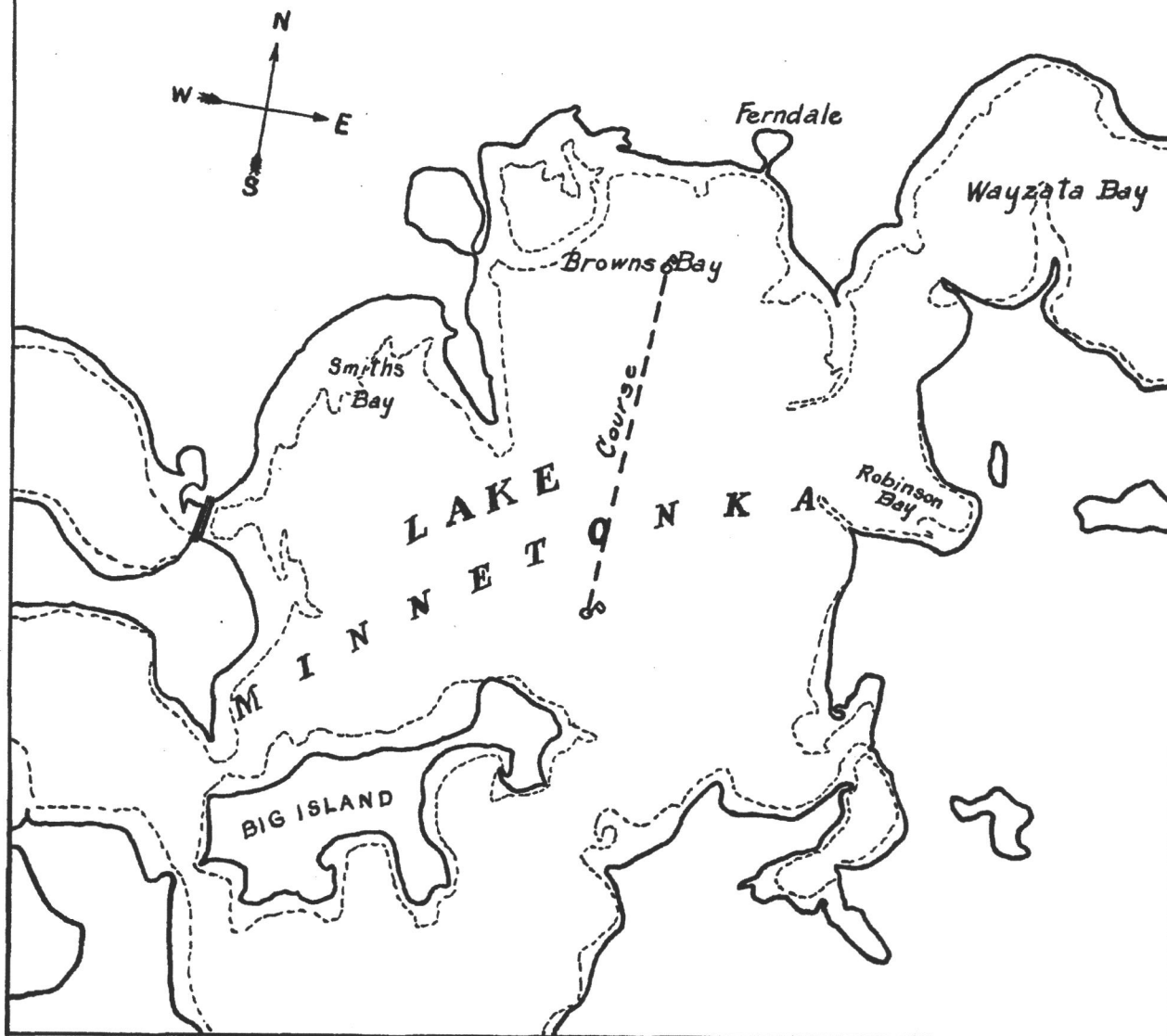
The trials were run in July, 1909 over a measured course, .828 of a knot in length, extending in a straight line from the northern end of Big Island to Ferndale in the lower lake of Lake Minnetonka, Minnesota. The depth was at an average of 80 feet, the Whitebear drawing 5.458 feet to the bottom of her skeg. The course was smooth with very little wind blowing. The trials were run between 10 A. M. and 5 P. M., the breeze

freshening a trifle toward the end of the test.

The following observations were taken- the times required to pass over the course, the revolutions of the engine, the boiler pressure, and the engine was indicated by indicator cards- ^{an} ~~one~~ average of five being taken for each run down the course. Times were taken by a stop watch from the pilot house, the revolutions were taken from a counter on the engine. By means of a three way cock on the cylinders, head and crank end diagrams were taken on each indicator card, one indicator being placed on each cylinder.

The best mean speed obtained was 10.28 knots which is very close to the boat's maximum speed, for she was being pushed nearly to the limit, the engineer having difficulty in keeping her pressure up to 240# at this speed. At 250# pressure, the safety valve blew, so it was thought advisable to keep the boiler pressure below 240#. The boat had just come from dry dock, having had her bottom cleaned, and propeller smoothed up, the supposition being, therefore, that conditions were very favorable to a good performance.

CHART OF COURSE.



ENGINE AND BOILER TESTS.

The boat left the dock at 7.45 A. M. on July 27, 1909, and an attempt was made to start the test a few minutes later. Owing to fluctuations of gages, etc., the test was started at 8:15 A. M. The boiler test continued until 8:22 P. M., while the engine test was run between 8:25 A. M. and 2:25 P. M. Owing to the wide fluctuation in the data accumulated for the engine test, the first two hours data was stricken out leaving the actual time as 10:25 to 2:25.

A course was laid in amply deep water throughout the tests. At first the coal clinkered badly and stuck to the grate bars, but this was soon broken up and the readings were found to have varied but slightly.

The following observations were made:-

Revolutions were taken from a ^ratchet counter attached to the engine, boiler gage readings were taken every five minutes during the engine test and every ten for the remainder of the boiler test. Indicator diagrams were taken from each cylinder, indicators being set so that one sufficed for each cylinder, crank and head end cards being taken by means of a three-way cock. Vacuum and intermediate receiver pressure readings were taken at intervals of ten minutes during engine test. The feed water was measured by means of two barrels containing floating scales graduated in pounds. The condenser discharged into the lake and quantity of condensing water was measured by means of a water metre. Temperatures of this discharge were taken from time to time. Feed water temperature were also recorded. The fuel was put up in 100 pound bags, which

had been carefully weighed prior to the test. The bags were weighed before coal had been put into them and also after the coal had been used from them, thus determining the amount of coal clinging to the bags. A sample of coal was taken for analysis for both engine and boiler tests.

Readings taken during boiler test in addition to those above mentioned were feed water temperature taken by means of a thermometer placed in a well let into an elbow in the feed water pipe. The pressure and temperature in the throttling calorimeter were recorded for the purpose of determining the quality of the steam.

The auxiliaries consisted of a feed water pump, and a steam driven air pump, and a feed water heater. The amount of steam used by the pump was assumed to be negligible. The feed water heater used exhaust steam. The barometer was taken from observations made by the government weather bureau.

Results:-

Heat of combustion of coal as fired.....13,978,B.T.U

Boiler Pressure (gauge)..... 209.3#

Quality of Steam.....	1.8° super heat
-----------------------	-----------------

Boiler Horse power developed (A.S.M.E.rating). 58.45

Thermal efficiency of Boiler.....59.0%

Coal as fired per square foot of grate

surface per hour.....11.05 lbs.

Heat taken up by water in boiler per pound

of coal as fired.....8250.B.T.U.

Actual water evaporated per pound of coal..... 7.38#

Total Equivalent Evaporation from and at 212°F 22,150#

Equivalent Evaporation from and at 212° F per

square foot of heating surface..... .795#

Equivalent Evaporation from and at 212°F per

pound of dry coal.....10.45#

Maximum assumed error of test..... 5.97%

BOILER TEST:-

Data:-

Date of Test - July 27, 1909 - 8:15 A.M. - 8:22 P.M.
 Duration of Test.....12 Hrs. 7 minutes.
 Barometer.. 28.90" = 14.19#
 Boiler Pressure (gauge).....209.3#
 Temperature of feed water.....46.9° C = 116.42° F
 Degrees of superheat in steam. 1.8° F
 Total water fed to Boilers.....21,481.5#
 Boiler heating surface (total).....2300 Sq.Ft.
 " Grate surface (total).....21.70
 Draft.....Natural
 Kind of Coal used...Virginia Bituminous Screenings
 Moisture in coal, by drying test.....2.72%
 Coal as fired (total).....2909.0#
 Dry coal burned (total).....2639.0#
 Dry Combustible (total).....2690.0#
 Ash and Clinker (total).....210.5#
 Total ash and clinker in per cent of
 total dry coal.....7.44%

PROPELLER:-

Results:- (from drawing)

Mean pitch = 78.0"

Diameter = 43 3/4"

Projected area = 592 square inches

Developed " = 796.8 " "

Weight = 251.0#

Area Ratio = .394

Pitch Ratio = 1.783

PLTCH	28.0
DIAMETER	43%
B.M.	220.9
L.H.P.	92.46
PROJECTED AREA	592.03 sq. ins.
DEVELOPED AREA	796.85 sq. ins.
WEIGHT	251 #

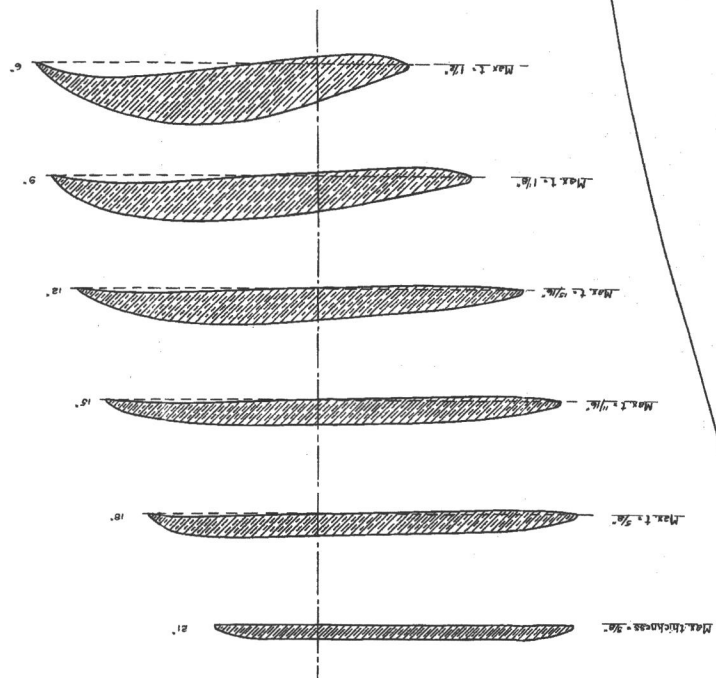
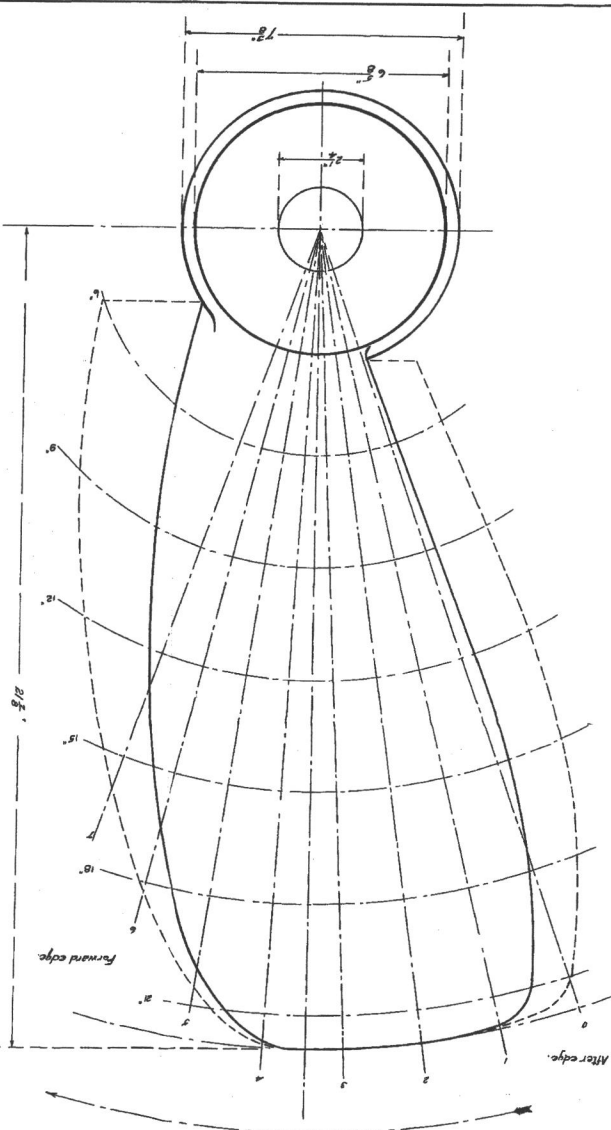


Plate #

Over Arch Mean	85.7°	84.0°	78.2°	77.75°	72.0°	73.8°	64.6°	43.7°	49.5°
Arch Mean	85.7°	84.0°	78.2°	77.75°	72.0°	73.8°	64.6°	43.7°	49.5°



The boat selected as a basis of this test was a 70-foot wooden steamer owned by the Twin City Rapid Transit Company, of Minneapolis, Minn., and operating on Lake Minnetonka. The steamer was one of a fleet of six boats, exactly alike, constructed by the Rapid Transit Company from designs by R. C. Moore, of Wayzata, Minn. The boats were built to convey passengers from the terminals of the suburban trolley line at Excelsior, a town on the shore of Lake Minnetonka, to different points on the lake. As the boats ran on schedule time to meet the trolley cars, it was desirable that they should be able to operate in all kinds of weather, carry a large number of passengers, and be capable of a fairly good speed. The dimensions of the White Bear, the boat used, are as follows:

Length over all 70 feet 3 inches.

Beam, extreme 14 feet. $7\frac{1}{2}$

Draft, extreme 5 feet ~~11~~ inches.

Displacement (light) 35.5 tons.

Weight of machinery 9.2 tons.

Carrying capacity 120 passengers.

The outboard profile and body plan of the boat are shown in Figs. 1 and 2. The boat is wide for her length, to give a large carrying capacity on small draft. The freeboard is rather low, but was sufficient for the protected waters where the boat was used, since the greatest sweep of unbroken water is about 10 miles.

The boat was powered with a three-cylinder, triple-expansion, reciprocating steam engine with the following dimensions: Diameters of cylinders, high, $5\frac{1}{2}$ inches; intermediate, 9 inches; low, 15 inches; stroke, 9 inches. The engine was rated at 150 horsepower at 300 revolutions per minute, but at the maximum power developed in the boat gave an indicated horsepower of 115 at 238 revolutions per minute. The engine exhausted into a jet

condenser which maintained a vacuum of 22.5 inches. The boiler was of the Roberts watertube type, with 21.7 square feet of grate surface and 2,300 square feet of heating surface. For maximum power, the boiler pressure was held at 240 pounds by the gage. The propeller was a four-bladed, cast-bronze wheel with a diameter of $43\frac{1}{4}$ inches and a mean pitch of 78 inches. The propeller was not well designed, the pitch varying both axially and radially, and the blades being very thick. This rendered it very difficult to get a fair value for the efficiency of the propeller.

A progressive speed trial was run on the White Bear after she had been pulled up on a marine railway, thoroughly scraped, painted and overhauled. In order to get accurate data on the boat, measurements were taken on the hull and propeller while she was hauled out. The lines of the boat were afterwards faired up and the propeller laid down and the efficiency calculated. A course 5,035 feet long was laid off on Lake Minnetonka in 90 feet of water and carefully surveyed. The day of the trial was nearly ideal, with very little wind. Four runs were made at a speed of approximately 6 knots, two runs at 7, two runs at 8, two runs at $8\frac{1}{2}$, two runs at 10, and two runs at the maximum speed of 10.28 knots. Five indicator cards were taken on each run; the times were read with a stop watch and the boiler pressures and revolutions were recorded. The draft was also taken before and after the test. The results of the speed trials are tabulated in Fig. 3.



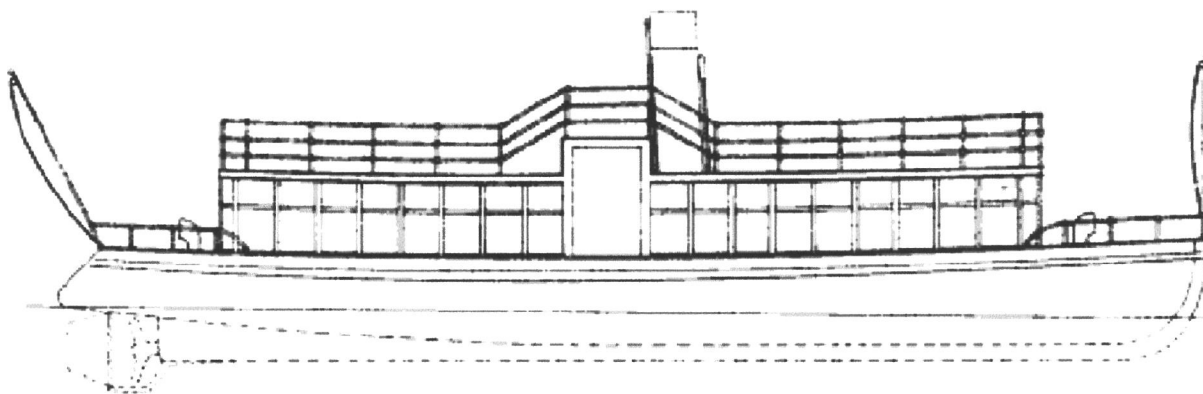


FIG. 1.—OUTBOARD PROFILE OF THE WHITE BEAR

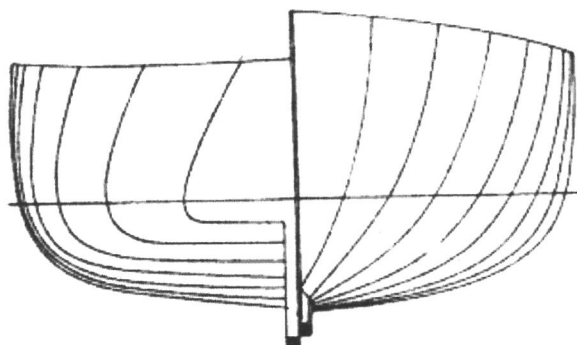


FIG. 2.—BODY PLAN.

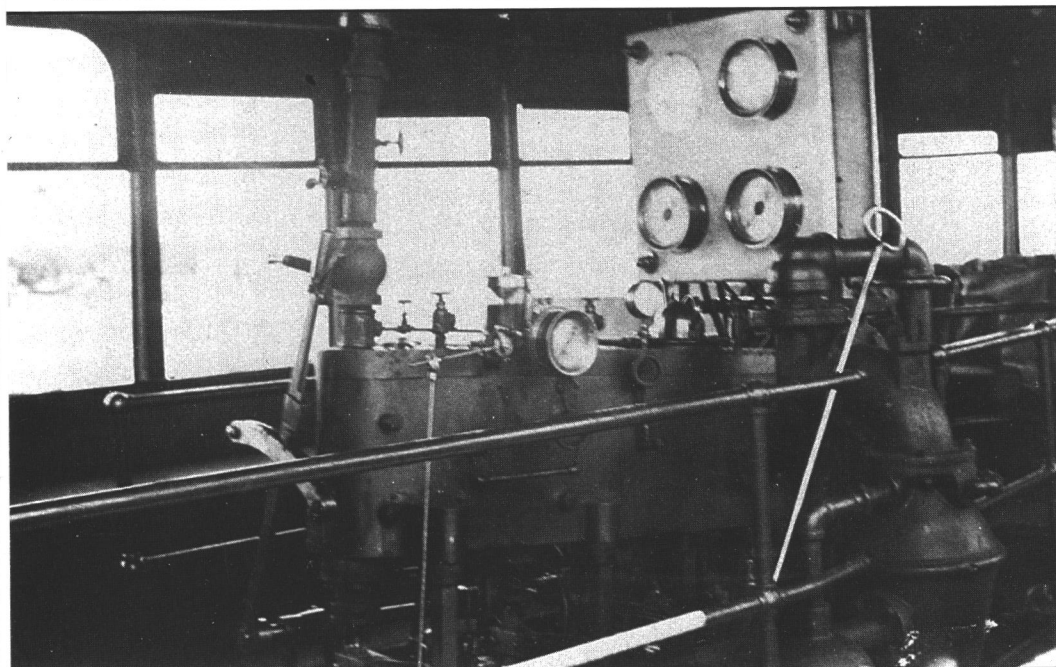
RESULTS OF SPEED TRIAL						
SPEED KNOTS	6.37	7.12	7.85	8.40	9.89	10.28
REVS PER MIN.	131.0	148.9	168.0	183.1	223.5	238.0
RED. M.E.P.	334.9	447.9	55.98	66.69	102.58	119.95
I. H. P.	17.6	26.8	37.8	48.9	91.9	114.8

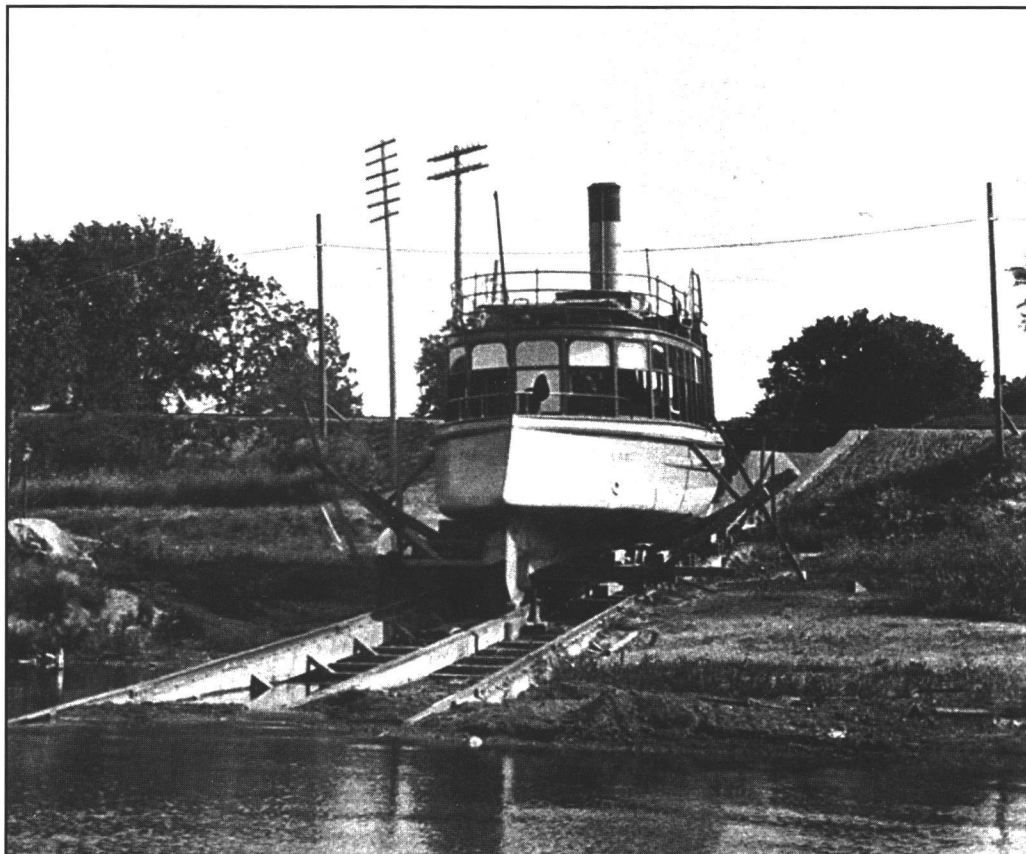
FIG. 3.

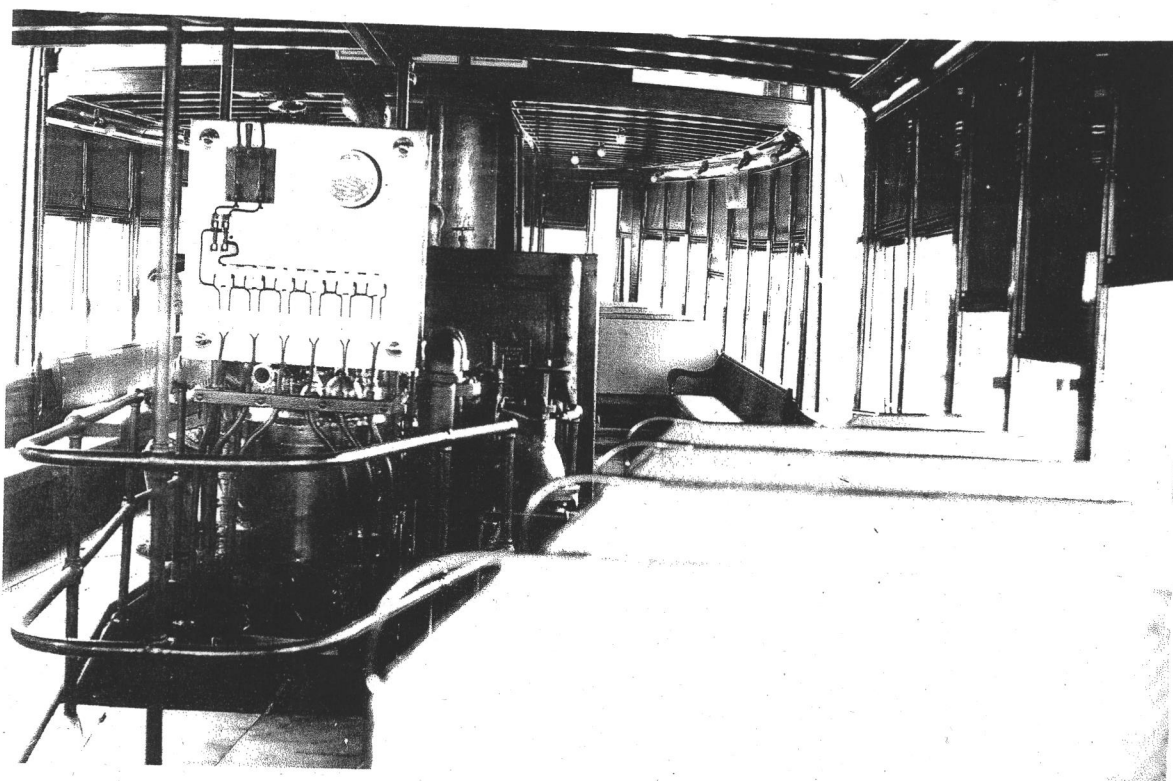
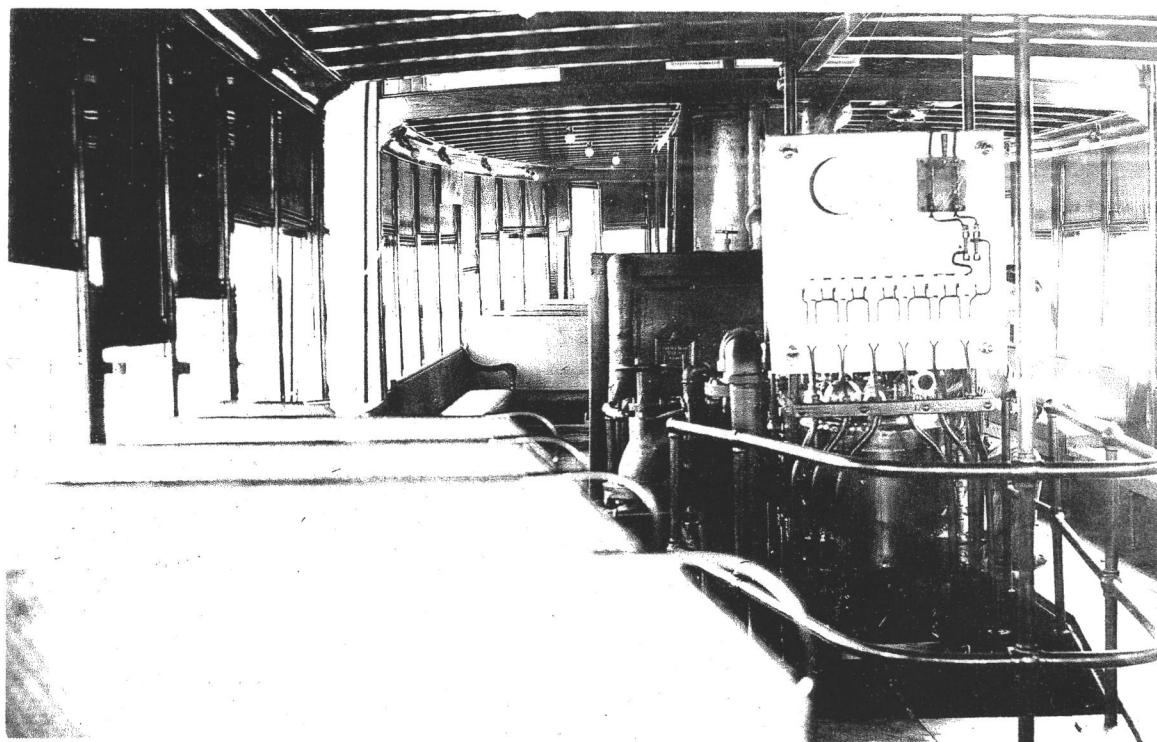


These studies of the White Bear accompanied an engineering student's thesis entitled "Speed Trials and Service tests on the Steamboat White Bear" written in 1909. The location and the bridge in the background are a bit of a mystery. There's overhead wire, so it's not the M&STL near the Excelsior Dock Station. Could it be near the Minnehaha's present drudge company launch site? And look at the peculiar way the launching track runs under the bridge. Could that be the transfer point for moving boats from 31st Street Shops to Lake Minnetonka? James Hield collection.

Bridge over 2nd St.



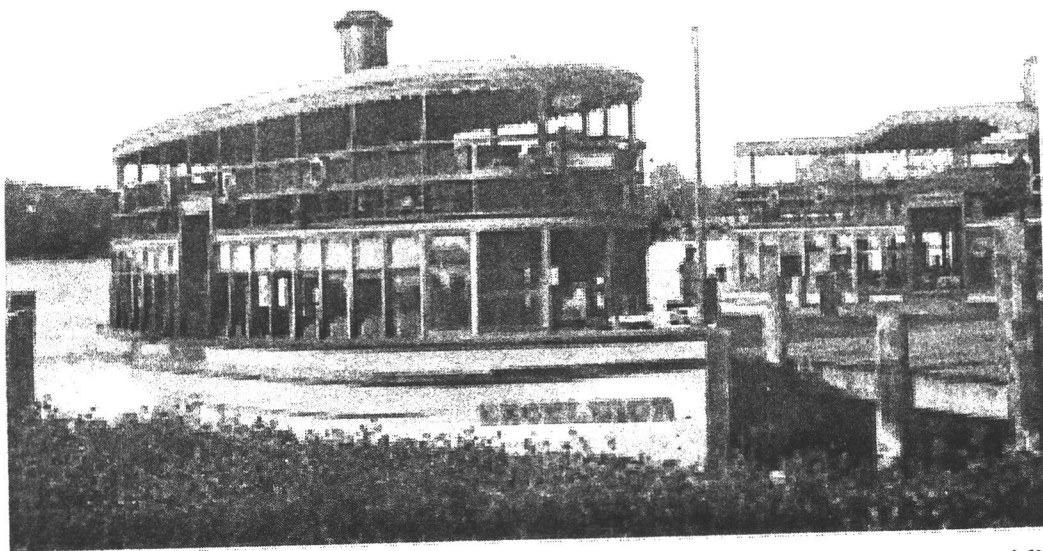




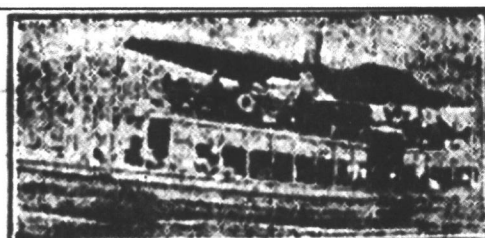
In the spring of 1926 the contents of three of the express boats were sold at auction at the docks in Excelsior. They were the MINNEHAHA, WHITE BEAR, and COMO. The engines, boilers, pumps, generators, seats, benches and whatever else could be sold was auctioned. The oak superstructure was cut off at the base of the windows above the gunwale to allow easier removal of the engine, boiler and other machinery; and also to allow for the easy loading of demolition debris from Big Island Park. The park had been razed in 1917 to salvage metal for the first world war. Tons of debris were left on the island.

Early one morning the tugboat/fireboat HERCULES collected the three derelict hulls and towed them to Big Island where they were filled to the gunwales with broken concrete, red roof tiles, and whatever else they wanted to get rid of. When they were full HERCULES pulled them to the 60 ft. deep water on the north side of Big Island, about on a line between Brackett's Point and the northeast point of the island about 1,300 ft. off shore, and pumped them full of water. Down they went. They must have glided down as the boats still appeared to be upright on the bottom. Being full of heavy materials caused them to sink into the mud. The MINNEHAHA was reportedly sunk into the mud almost to the gunwales.

Recorded by Leo Meloche from an eyewitness to the events.



The seventh express boat "Excelsior" built in 1915 became the barge "Mermaid"
LEO MELOCHE 1928



FOR SALE FOUR STEAM EXPRESS BOATS

Equipped at present for passengers.
Capacity 106 passengers. Can be
utilized for freight or other service.

Draft with coal 5 ft.
7½ in. Displacement
coaled 62,000 lbs.

These boats were in use on Lake
Mingetonga as part of the Twin
City railway transportation system
but due to lack of patronage were
discontinued.

They may be purchased at a frac-
tion of their original cost. Can
make delivery on the Mississippi
river at Hastings Minn.

For Further Particulars Address
TRANSIT SUPPLY CO.
ST. PAUL, MINN.

Late June 1925

Como -
Hopkins
Minneapolis
Stillwater

West Jersey Rails

A Series of Stories about Southern New Jersey Railroad History

From the beginning in the 1830's, railroading in southern New Jersey has had a unique character. Early operations were rather slow and often the limited service relied upon steamboat connections. Beginning in the 1860's, a considerable passenger business gradually developed principally from the large metropolitan areas of Philadelphia and New York to the growing coastal resort communities. For many years the Pennsylvania Railroad and the Reading Company, including affiliate Central Railroad of New Jersey, competed fiercely for this business. Both companies assigned their best people and equipment to their seashore operations. Even high-speed locomotives were designed and built especially for the seashore flyers, which were among the fastest scheduled trains in the world around the turn of the century.

However, railroading in southern New Jersey was more than high-speed passenger trains. A great variety of operations included city and interurban trolley lines, steam and electric commuter trains, marine services including ferryboats, local trains on rural branch lines as well as through express service on high-speed mainlines. A large assortment of motive power and rolling stock was used over the years to provide these services.

In response to a growing interest in the history of this industry, the West Jersey Chapter of the National Railway Historical Society has published this booklet. The diverse nature of the subject is reflected in these stories, which have been selected from past issues of our monthly newsletter, the CREW CALLER. All persons having an interest in any aspect of railroading are invited to join our organization. For more information, please write the West Jersey Chapter, N.R.H.S., P.O. Box 101, Oaklyn, N.J. 08107.

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Front cover: The Central Railroad of New Jersey ran several steam-powered excursions after the official end of steam operations in April 1954, including this April 2, 1955 Jersey City—Bridgeton trip. No. 774, a class T38 Baldwin camelback Tenwheeler, pounds over the crossing diamond at Vineland where the Central's Southern Division crossed the P-RSL's Millville branch.

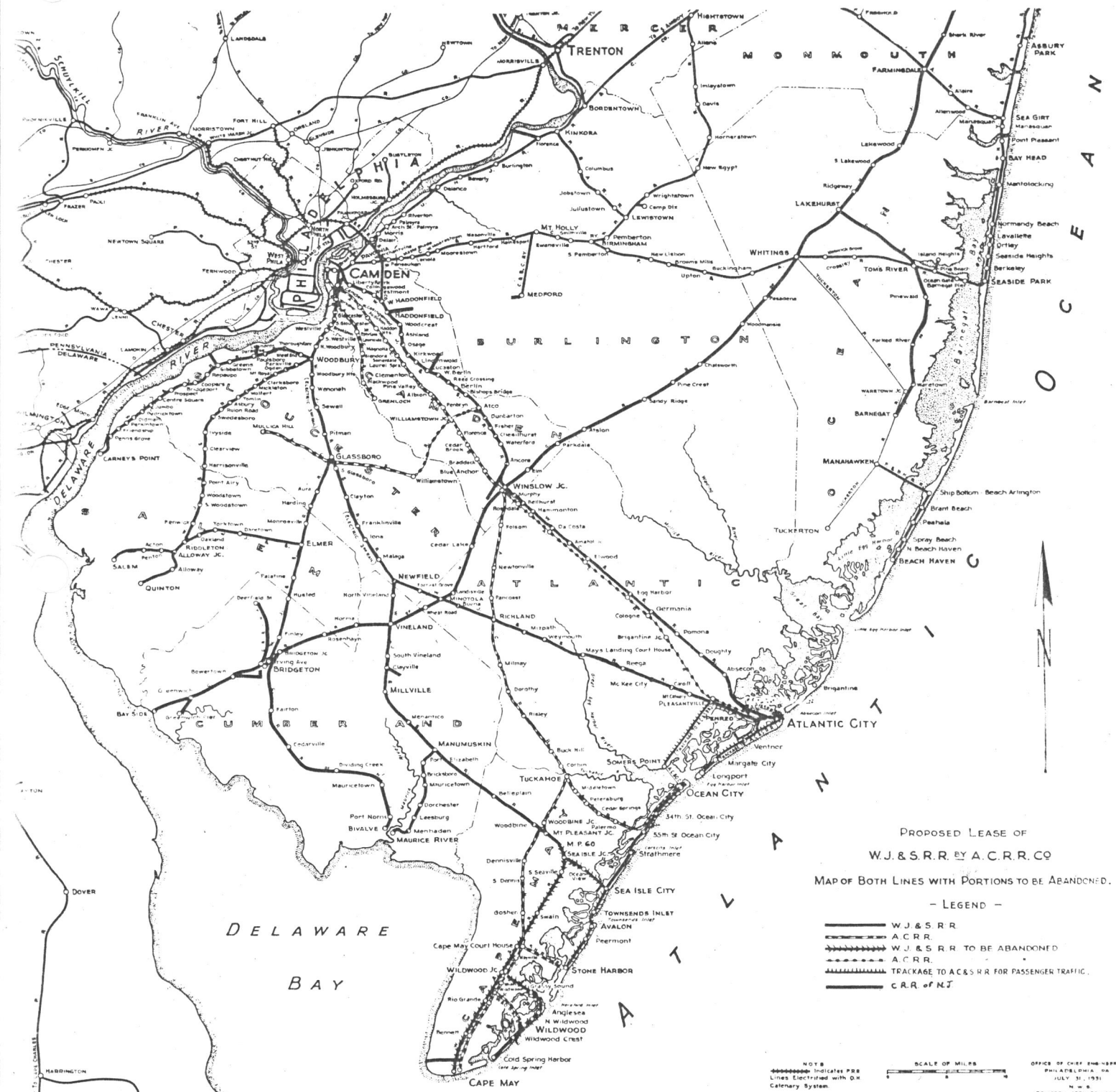
Photo by R.L. Long

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Eugene R. Boswell
P. O. Box 4418
Walnut Creek, CA. 94596



W. George Cook

Railroad Steamboats on the Great Egg Harbor Inlet

by W. George Cook

The Camden & Atlantic Rail Road's line across southern New Jersey to the seashore traversed many miles of beautiful farms, woodlands and green salt marshes. However, the most scenic part of the C&A's diverse operation was the steamboat service that operated during the warmer months across the Great Egg Harbor Inlet between Longport and Ocean City.

On June 15, 1893, the South Atlantic City branch of the C&A commenced operating electric trolleys on the newly improved double-tracked line beyond Albany Avenue to Longport—a distance of five miles. The three steam dummies previously used on this section since 1888 were sold to the West Jersey Railroad for use on their Ocean City-Stone Harbor line. Patronage on the new trolley line to Longport grew so that in 1894 a contract was let for the construction of three steamboats for service beyond Longport to Ocean City and Somers Point.

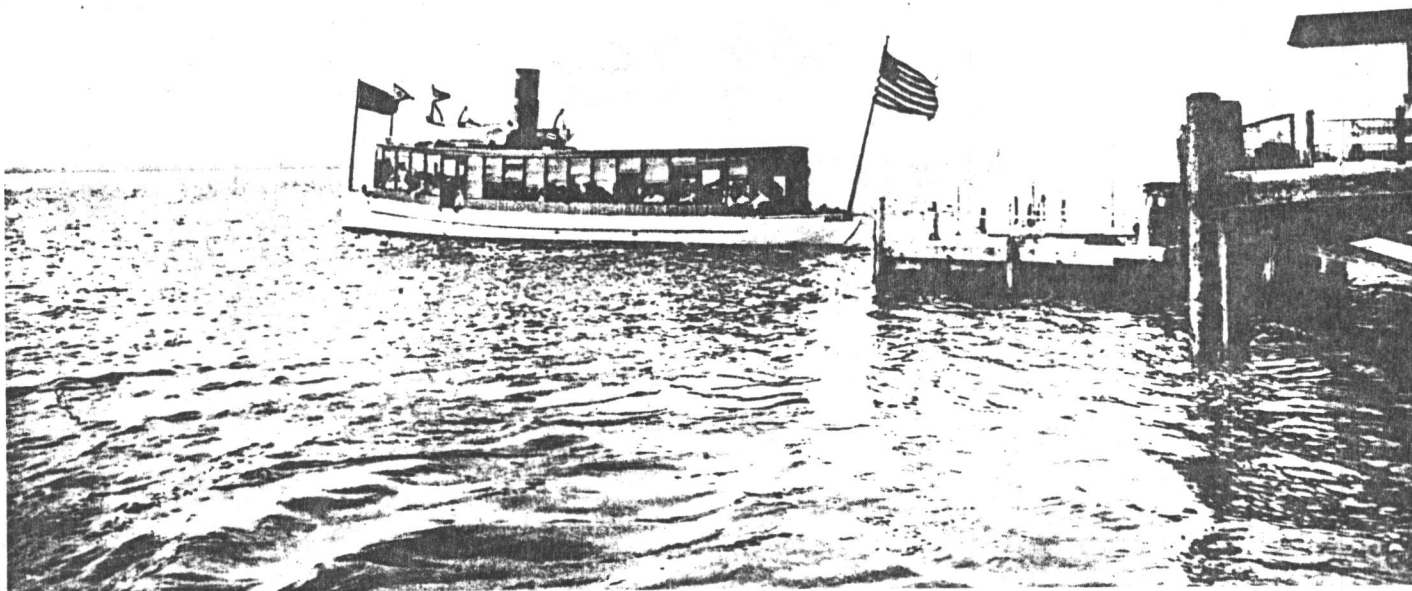
The three new steamboats, named AVALON, LONGPORT and SOMERS POINT, were put in service during 1895. All three wooden boats were similar with the same

overall dimensions and weight. They were equipped with a coal-fired Almy watertube steam boiler and a fore-aft vertical compound two-cylinder engine. These small compound engines had one eight-inch diameter cylinder and one 16-inches that operated with a ten-inch stroke. The boats also had four different pumps; a Blake duplex feed pump, a Blake duplex fire pump, a Blake combined air and circulating pump and a hand deck pump. These vessels carried numerous items required by law such as 96 life preservers, one wooden and one metal lifeboat each measuring fourteen feet long. Also provided for passenger comfort were 20 wicker chairs with seat cushions.

The route mileage between the pavillion at 16th Street, Longport and the wharf at 2nd Street, Ocean City was 2.75 miles. The wharf at Ocean City was originally built in 1890 by the West Jersey when they extended their track from West Avenue to the bay from which a separate boat service had been run to Somers Point. During 1895 this pier was rebuilt adding a floating dock and a restaurant. The pier at Somers

The AVALON, with flags flying in the soft sea breeze, leaves the floating dock at Second Street, Ocean City with a large number of passengers aboard about 1905. This wood steamer was one of three identical launches placed into service on Great Egg Harbor Bay in 1895.

Collection of Norman R. Seidelmann



Point, which dated back to the narrow gauge days of 1880, was improved with a floating dock. Also the shelter on the pier was enlarged. During 1896 both the Longport and the Somers Point docks were improved. An extension measuring 36 × 50 feet and a floating dock were added to the south side of the Longport pier. This pier also had a restaurant as well as a ticket office and railroad freight station. The strong water currents around the Longport pier were always a problem. In 1899, the pier and pavillion had to be strengthened by placing a brush and stone mattress around the base of the piles. In 1901, the foundation of the restaurant and pier were renewed and the building was enlarged and remodeled. A 677-foot long jetty was also constructed to protect the pier and beach.

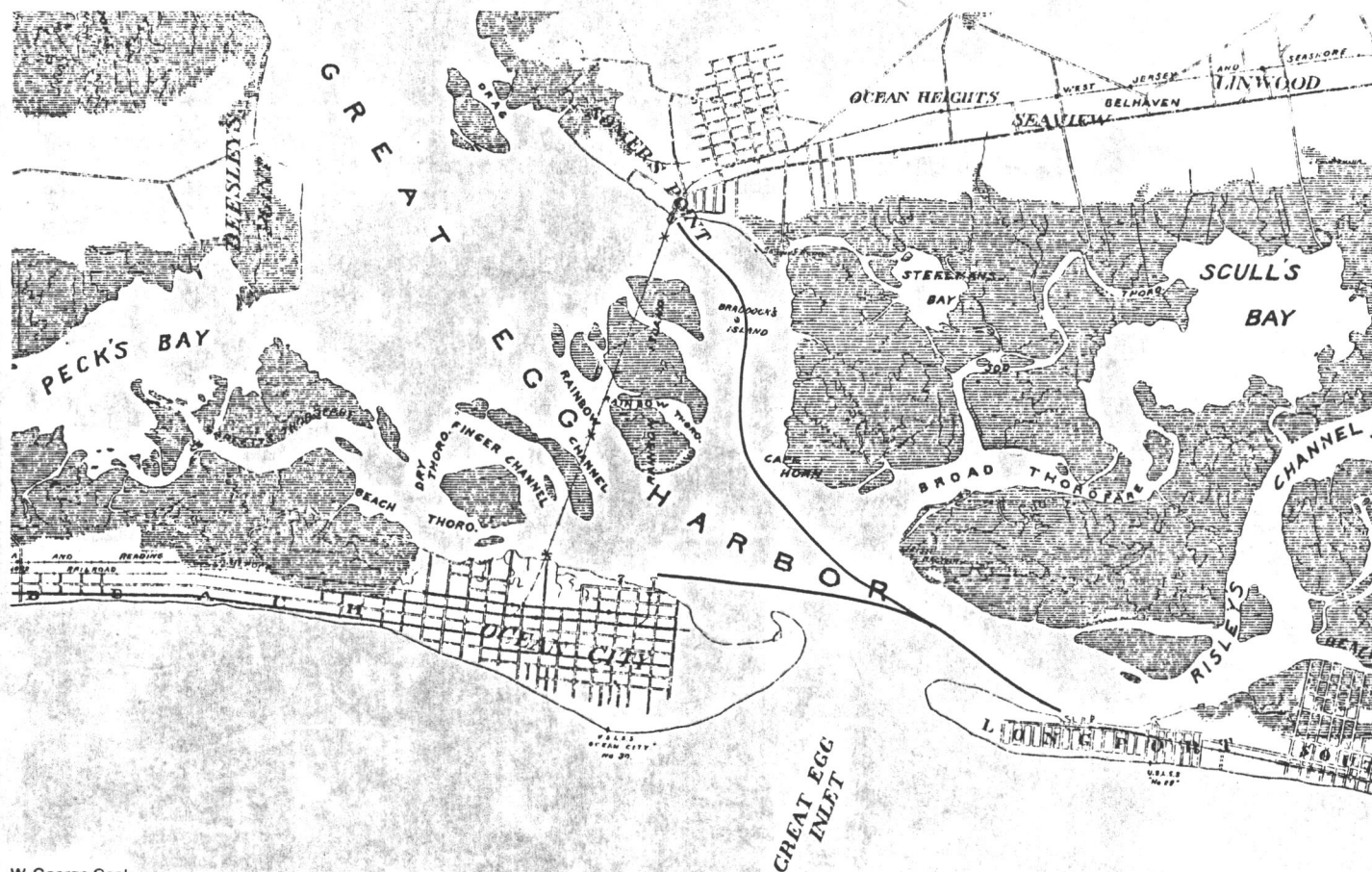
Scheduled service varied little over the years. During the second summer season effective with the June 26, 1896 timetable, 26 roundtrips were run daily beginning from Ocean City at 7:25 AM. The last boat returned to Ocean City at 7:45 PM seven days a week. The scenic cruise took 17 minutes and cost passengers ten cents. The Somers Point-Longport service began daily with an early unscheduled 20-minute sailing from Ocean City where the boat had laid overnight. After passengers boarded, the first of eight roundtrips began from Somers Point at 8:25 AM. This daily service ended with a 25-minute return sailing to Longport arriving at 6:20 PM. After passengers were reloaded, the steamer returned to Ocean City at 6:55 PM. Although the Somers Point route was one-third longer, the fare was also ten cents. The June 30, 1900 timetable was nearly identical to previous schedules and the fare remained at ten cents for both routes. Regular operations continued during summer months from about June 15th to September 15th and occasionally into October. In later years the boats were also run during the Easter holiday.

After the May 4th, 1896 consolidation of the C&A and the WJ into the West Jersey & Seashore, the boat service became an important link between Absecon Inlet and Stone Harbor. Patronage increased so much that a new steamboat, the OCEAN CITY, was purchased in 1900 for about \$9,000. This wooden vessel was somewhat larger having a broader beam and a gross weight of 33.03 tons. A similar steam engine powered a 44-inch diameter bronze propeller.

During 1902 a new trolley platform was built at the Longport loop, which was shortly damaged and rebuilt after a September 30, 1902 storm. High tides and strong currents caused by that storm had washed out much of the trolley line's roadbed. Sixty carloads of stone, 550 carloads of sand and a large quantity of brush were required to repair the damaged line.

Business remained satisfactory. Typical was the month of July 1903 when the four boats earned \$6,164. Individual earnings were: AVALON \$1,512, LONGPORT \$1,668, SOMERS POINT \$1,573 and OCEAN CITY \$1,411. During 1903, WJ&S's steam dummies, which had been re-numbered 6036, 6042, 6043 and 6044 and had provided connecting train service at 2nd Street, Ocean City since 1895, were discontinued and replaced by standard locomotives. The Ocean City Electric Railway's trolley line terminated at the 2nd Street wharf with a line that came over from the beach by way of 1st Street.

Traffic required a fifth steamboat, the WILDWOOD, which was acquired during 1905 for about \$17,000. This boat was the same size as the OCEAN CITY, but was lighter with a gross weight of 22 tons. The steamer was built by the Greenborough Basin Construction Company with a boiler and engine the same size as the OCEAN CITY, but the bronze propeller was only 36-inches in diameter.

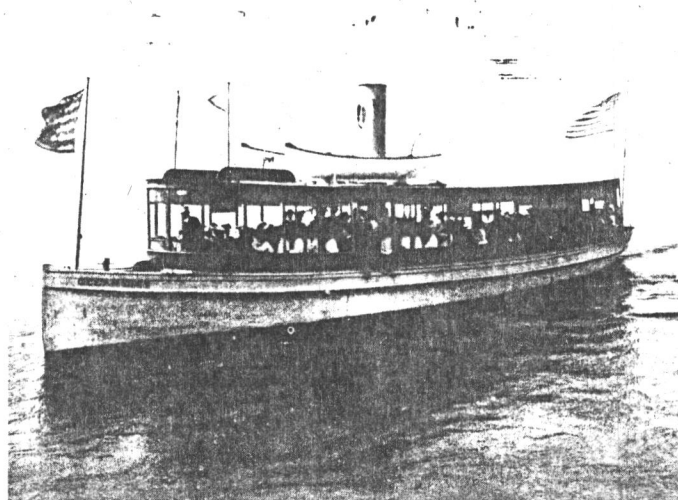


DESCRIPTION OF STEAM LAUNCH "OCEAN CITY."

ITEMS.	
Hull.	Material Wood, Length 70'-0", Beam 15'-3 1/4", Tonnage, Gross 33.03, Net 21; Official Number 155387.
Engine.	Fore and aft vertical compound, cylinders 8" and 16" dia., stroke 10".
Boiler.	Almy water tube type, length 77 7/16", width 57", height 92".
Propeller.	Bronze, 44" dia., 72" pitch.
Pumps.	Feed pump—Blake simplex vertical 3 1/4" x 2 1/4" x 4" Fire pump—Blake duplex horizontal 6" x 4" x 6". Circulating pump—Morris centrifugal No. 3 with 3" x 3" engine. Air pump—Blake simplex vertical 4" x 8" x 6". Hand Deck pump—5" x 5 1/4".
Injector.	Metropolitan # 6 1/2". Surface condenser, water tank and filter box.
Equipment as required by law.	Boats—One 14'-0" long, wood, 55 cu. ft., fully equipped. One 14'-0" long, metal, 49 cu. ft. Life raft—One, Carley type, 18.7 cu. ft. Life preservers—96. Cork ring—one. Axes—one. Buckets—eight. Water barrel—one. Fire hose—100 ft. 1 1/4" dia., with two nozzles. Fire extinguisher—one. Two side lights, copper frames. One head " " " One stern " " " Binnacle box and liquid compass with side lamps. Anchor and 250 ft. 4 1/2" manila line.

ITEMS.
Sounding lead.
Fog horn.
Fog bell.
20 wicker chairs with seat cushions.
43 side curtains of pantasote on spring rollers.
Wrenches for all parts of the machinery.
Oil feeder box with connections for lubricating main engine journals.
Oil cups on all working parts of pumps.
Sight feed lubricators to all steam cylinders.
Fire tools for operating furnaces of boilers.
One ensign and five burgees.
Two lanterns.
Two rubber mats.
Two squirt cans.
One rope fender.
One stool for pilot house.
One metal lamp locker.
Two steam syphons.

Value, \$8293.00.



The OCEAN CITY was acquired by the WJ&S in 1900 and had the greatest longevity serving her final years as a fishing trawler.

Collection of W. George Cook

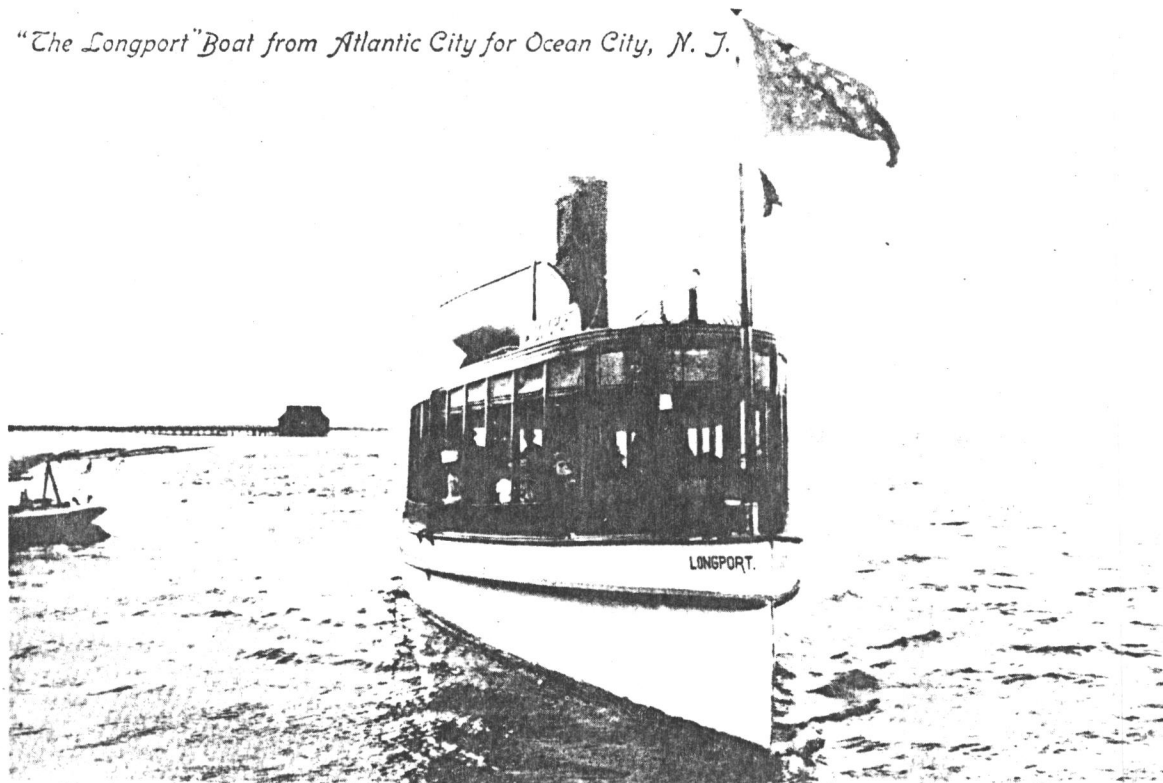
WJ&S STEAMBOAT ROSTER

	BUILT	NUMBER	LENGTH	BEAM	GROSS WT.	NET. WT.
AVALON	1895	107171	70'	14'	20.62	14.03
LONGPORT	1895	141385	70'	14'	20.62	14.03
SOMERS POINT	1895	116687	70'	14'	20.62	14.03
OCEAN CITY	1900	155387	70'	15'3 1/4"	33.03	21.00
WILDWOOD	1905	202280	70'	15'3 1/4"	22.00	15.00

Unlike larger steamboats, the helm, boiler, steam engine and passenger space were all on one deck. The large windows afforded passengers a good view and plenty of fresh air. Note the two lifeboats in this view of the LONGPORT about 1900.

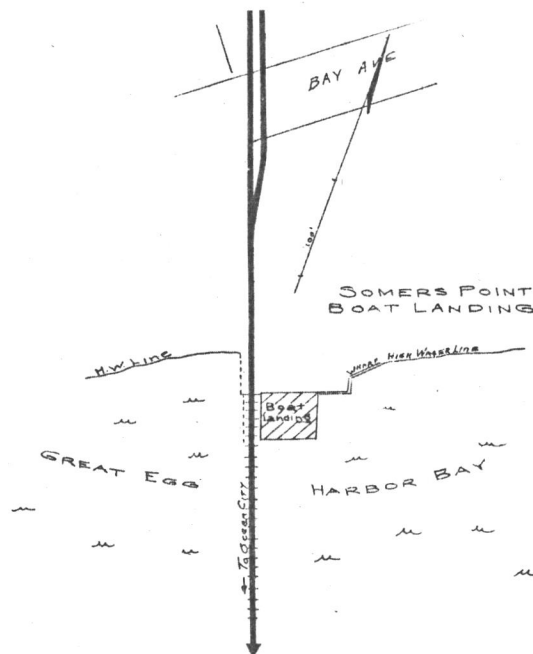
Collection of T.M. Barnett

"The Longport" Boat from Atlantic City for Ocean City, N. J.



The operation between Somers Point and Longport was of less importance compared to the Ocean City route. Although the boats may have operated during the 1906 season, this route certainly was not run in 1907, as the Atlantic City & Shore's "Shore Fast Line" opened into Ocean City on April 17, 1907. By July 1, 1907, the steamboat service continued between Longport and Ocean City on about the same schedule beginning daily at 7 AM with sailings from both wharfs every 30 minutes until 6:30 PM. Additional trips were made to handle passengers from connecting trains.

When the Atlantic City & Shore was granted operating rights over the WJ&S's South Atlantic City branch on July 16, 1907, the steamboats were included in the agreement. However, the WJ&S did not include the restaurants and offices on the piers. As of December 31, 1908, only one boat was leased to the AC&S, but during 1909 all the steamboats came under AC&S operation. At the time of the original lease in 1907, a value was placed upon everything. The entire Longport facility including outhouses totaled \$10,739; Somers Point, \$2,706 and Ocean City including a coal bin and chute, \$3,885. The total value of these facilities was \$17,330. The five steamboats were valued at \$54,906. The original three boats were assessed at \$4,201 each, the OCEAN CITY at \$8,293 and the WILDWOOD at \$16,680.



W. George Cook

This timetable below and to the right was issued just one month after the consolidation of the West Jersey Railroad and the Camden & Atlantic, which enabled the PRR to offer these boat-rail "pleasure trips" along the seashore.

Collection of James E. Kranefeld

WEST JERSEY & SEASHORE R. R.

PLEASURE TRIPS

BETWEEN

ATLANTIC CITY

LONGPORT,

SOMERS POINT,

OCEAN CITY,

SEA ISLE CITY,

AVALON,

PEERMONT,

STONE HARBOR,

CAPE MAY

And Near-by Seashore Points,

VIA RAIL AND BOAT.

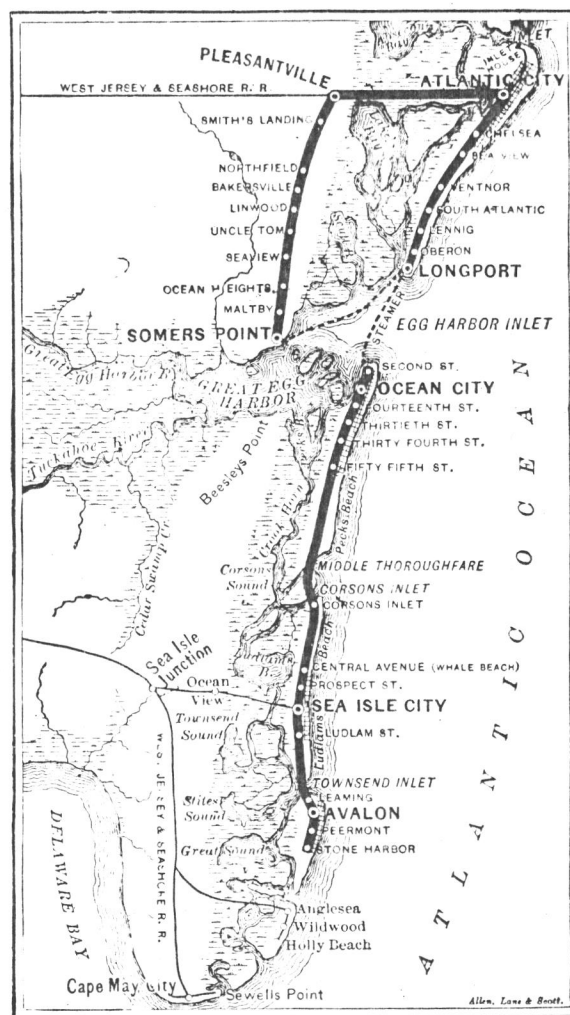
Schedule in effect June 28, 1896.

S. M. PREVOST,

General Manager.

J. R. WOOD,

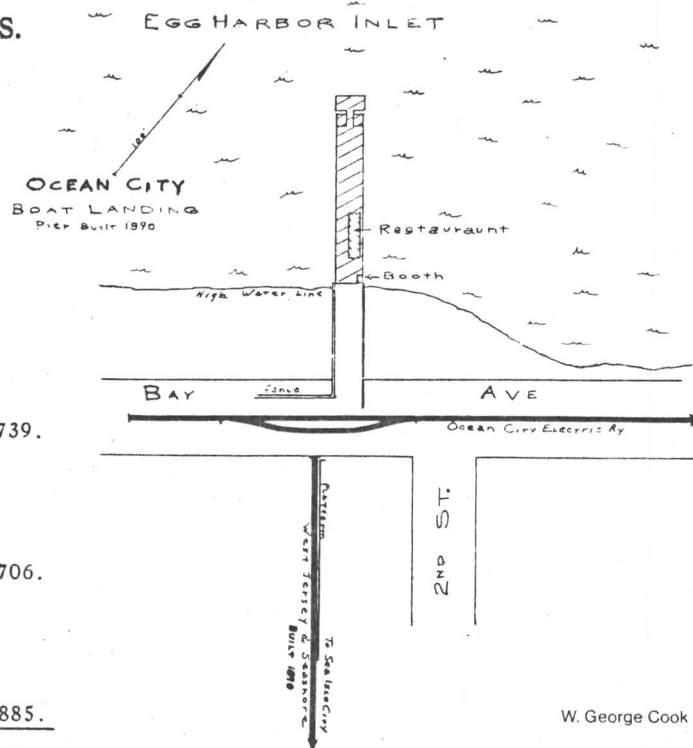
General Passenger Agent.



BOATS, BOAT LANDINGS AND APPURTENANCES.

STEAMBOAT LANDINGS AND APPURTENANCES.

Location.	ITEMS.	PRESENT VALUE.
Longport.	Pier and pavilion.....	\$5,552.
	Ticket office at pier.....	45.
	Platform at pier, 8' x 41'.....	105.
	Fencing, 6' x 56'.....	125.
	Slip and float.....	982.
	Enlargement of pavilion and pier 36' x 50'.....	3,040.
	Wiring for electric lights.....	78.
	Water closets.....	392.
	84 Settees at Pavilion.....	420.
	Total.....	\$10,739.
Somers Point.	Wharf and shelter.....	\$1,704.
	Float for steamboats.....	755.
	Shelter remodelled.....	158.
	Fencing at Wharf.....	89.
	Total.....	\$2,706.
Ocean City.	Wharf, shelter and platform.....	\$2,711.
	Additional platform 8' x 245' at pier	303.
	Float.....	705.
	Coal bin and chute.....	166.
	Total.....	\$3,885.
Grand total.....		\$17,330.



W. George Cook

All five WJ&S steam launches appear in this view of the Ocean City pier. The home port for this seasonal operation was Ocean City where coaling facilities were located.

Collection of W. George Cook

WEST JERSEY & SEASHORE R. R.

BOAT SERVICE

BETWEEN

Longport, Ocean City and Somers Point.

Schedule in effect June 28, 1896.

LONGPORT AND OCEAN CITY. DAILY.

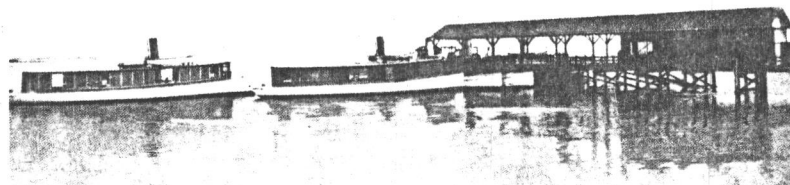
Leave LONGPORT.	Arrive OCEAN CITY.	Leave OCEAN CITY.	Arrive LONGPORT.
7:50 AM	8:07 AM	7:50 AM	8:07 AM
8:15 AM	8:32 AM	8:15 AM	8:32 AM
8:40 AM	8:57 AM	8:40 AM	8:57 AM
9:05 AM	9:22 AM	9:00 AM	9:17 AM
9:25 AM	9:42 AM	9:30 AM	9:47 AM
9:55 AM	10:12 AM	9:55 AM	10:12 AM
10:20 AM	10:37 AM	10:20 AM	10:37 AM
10:45 AM	11:02 AM	10:45 AM	11:02 AM
11:10 AM	11:27 AM	11:10 AM	11:27 AM
11:35 AM	11:52 AM	11:35 AM	11:52 AM
12:10 PM	12:27 PM	12:00 PM	12:17 PM
12:40 PM	12:57 PM	12:35 PM	12:52 PM
1:45 PM	2:02 PM	1:50 PM	2:07 PM
2:15 PM	2:32 PM	2:15 PM	2:32 PM
2:40 PM	2:57 PM	2:40 PM	2:57 PM
3:05 PM	3:22 PM	3:05 PM	3:22 PM
3:30 PM	3:47 PM	3:30 PM	3:47 PM
3:55 PM	4:12 PM	3:55 PM	4:12 PM
4:20 PM	4:37 PM	4:20 PM	4:37 PM
4:45 PM	5:02 PM	4:45 PM	5:02 PM
5:10 PM	5:27 PM	5:10 PM	5:27 PM
5:35 PM	5:52 PM	5:35 PM	5:52 PM
6:05 PM	6:22 PM	6:00 PM	6:17 PM
6:30 PM	6:47 PM	6:25 PM	6:42 PM
7:00 PM	7:17 PM	7:20 PM	7:37 PM
7:45 PM	8:02 PM		

LONGPORT AND SOMERS POINT. DAILY.

Leave LONGPORT.	Arrive SOMERS POINT.	Leave SOMERS POINT.	Arrive LONGPORT.
8:55 AM	9:20 AM	8:25 AM	8:50 AM
10:00 AM	10:25 AM	9:30 AM	9:55 AM
11:00 AM	11:25 AM	10:30 AM	10:55 AM
12:20 PM	12:45 PM	11:50 AM	12:15 PM
2:00 PM	2:25 PM	1:30 PM	1:55 PM
3:15 PM	3:40 PM	2:45 PM	3:10 PM
4:20 PM	4:45 PM	3:50 PM	4:15 PM
5:40 PM	6:05 PM	5:10 PM	5:35 PM
		6:20 PM	6:45 PM

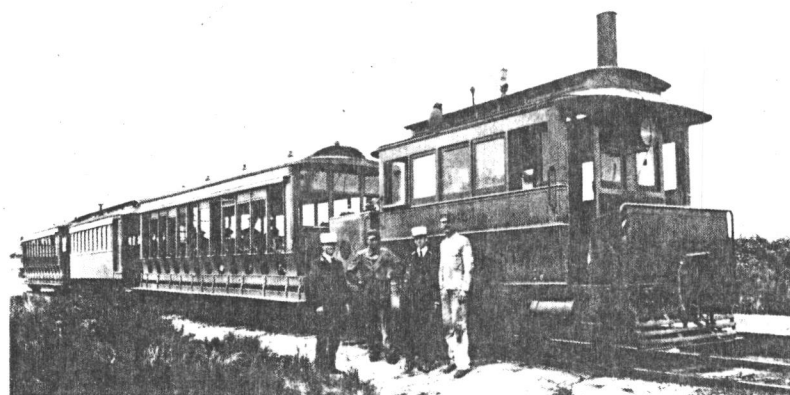
Fare between Longport and Ocean City, or Longport and Somers Point, ten cents.

SHORE FAST LINE STEAMERS AT OCEAN CITY WHARF



During the summer months this WJ&S train ran between Stone Harbor and the wharf at Second Street, Ocean City connecting with boat trips. Motor engine No. 6043 with two open coaches and a small enclosed combine is about to depart from Second Street, Ocean City. The wharf is behind the last car of the train on the other side of Bay Avenue.

Collection of W. George Cook



Upon termination of the service, the steamboats, which were originally valued at \$37,576, were offered for sale at \$10,000. After about two years of storage, the OCEAN CITY, WILDWOOD and SOMERS POINT were sold to the McAvoy Excursion Line of Canarsie near Brooklyn, New York. A short time later the LONGPORT also was purchased from the WJ&S and joined the other three launches at the head of Steamboat Creek where the McAvoy firm was reconditioning them for service across Jamaica Bay. The OCEAN CITY was fitted with a diesel engine, but kept her tall stack and steamboat appearance. The OCEAN CITY became the workhorse of the fleet and for many years provided most of McAvoy's service between Canarsie and Rockaway Point. The WILDWOOD, which remained steam-powered, had a glass enclosed cabin painted white and was used mostly in cooler weather. The SOMERS POINT had an open cabin with curved glass windows around the pilot area and was used less frequently. The LONGPORT may have been the burned hull that was reported being rebuilt in Steamboat Creek with the others in the early 1920's. Before the end of the decade, the LONGPORT was reported beached near Canarsie and by 1930 was missing from *Merchant Vessels of the United States*.

The steamboats under AC&S operation provided patrons many summers of enjoyable seashore cruising. Although no

reports are known of any serious accidents, the boats surely must have scraped sand bars occasionally in the ever changing inlet.

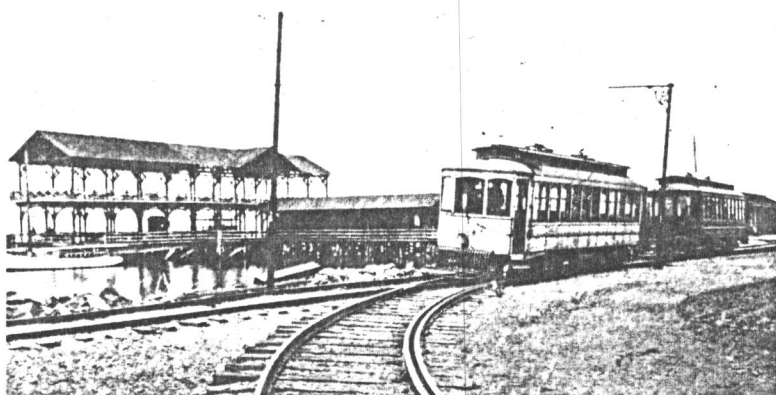
By 1918, the water route had lost an appreciable amount of business to not only AC&S trolleys, but to a new highway connecting Longport, Somers Point and Ocean City. The steamboat operation was officially discontinued January 1, 1919 with the last trip actually being made at the conclusion of the 1918 season.

The SOMERS POINT and later the WILDWOOD were scrapped by the McAvoy firm between 1940 and 1943 after many years of mostly swinging on their moorings. The OCEAN CITY lasted the longest having been converted to a fishing trawler. As late as the early 1950's, the half century old boat was seen quietly passing Mill Basin across from Flatbush Avenue.

The oldest WJ&S steamer, the AVALON, was not sold to McAvoy and the only certain fact is that she was listed as "scrapped" in the 1930 *Merchant Vessels of the United States*. The AVALON may have been operated briefly across the inlet between Stone Harbor and the Grassy Sound station on the WJ&S's Wildwood branch, but this has not been confirmed.

Additional credit: Harry Cotterell, Jr., James Wilson

WHARF AT LONGPORT TRANSFER POINT FOR
OCEAN CITY BOATS



Scene along lines of Atlantic City & Shore Railroad, between Atlantic City and Ocean City

The steamboats docked in Longport at this large pier adjacent to the trolley loop. A restaurant adjoined the spacious two-deck pavilion overlooking the bay.

Collection Donald B. Wenzel

Collection of James E. Kranefeld

72899

FORM A2 Issued by
Atlantic City & Shore RR Co.
SHORE FAST LINE

Good only on Routes between
OCEAN CITY
—AND—
LONGPORT
In Either Direction

Good only between sunrise and sunset and during the advertised period of operation of boats. Not responsible for failure of operation of boats, due to storms, low tides and causes beyond control of this Company.

Ad. Ticket, Longport to Ocean City, Price 15 CENTS

